

# AMERICAN RAILROAD JOURNAL, AND ADVOCATE OF INTERNAL IMPROVEMENTS.

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## AMERICAN RAILROAD JOURNAL, &c.

NEW-YORK, JULY 13, 1833.

The description of Mr. Brown's mode of moving houses, taken from the forthcoming number of the Mechanics' Magazine, and published in this number of the Journal, will be found interesting, we have no doubt, to most of our readers. Within the last twelve years he has moved about 900 houses, of which number about 400 had brick fronts, and 40 were entirely of brick.

We are gratified to learn that the friends of Railroads in Ohio are progressing with their most important works. The Erie and Mad river Railroad, when completed, will greatly facilitate the transaction of business, as well as enhance the value of property in that section of the state through which it passes.

[From the Sandusky Clarion.]

**LAKE ERIE AND MAD RIVER RAILROAD.**—Information has been received in town that the engineers have completed their survey; and we suppose that a report may be expected soon. If the report be favorable, as we think there can be little doubt that it will, we should think that a speedy commencement of this important work would be advisable, and from the information contained in the subjoined extract of a letter to a gentleman in this town, it would seem that the present is a favorable time for re-opening the books of subscription.

Extract of a letter from a gentleman at the eastward to his friend in this town:

"I noticed in the Clarion since you left home, that the engineers are on the proposed route of the Lake Erie and Mad River Railroad. This summer will be as favorable a time to obtain subscriptions to the capital stock as there can be. Money is said to be plenty; confidence in the utility of railroads increasing, and the stock of all of them rising. The stock of the Sara-

toga Railroad, which was down to about par last fall, is now 20 per cent. above par. The Schenectady Railroad stock, which was last winter as low as six or seven per cent. above par, is now 40 per cent. above par, as you will see by the papers. Mr. E. G., who returned from Charleston, South Carolina, a few days since, says that the Charleston and Hamburg Railroad stock, which has always been much depressed, rose 20 per cent. in the course of three weeks before he left; 70 miles of which (about half of the whole distance) has been completed a few months, and has cleared twelve per cent. on its cost. If a railroad from Charleston, 70 miles into the interior, will pay twelve per cent., what will a railroad from Sandusky to Dayton, in Ohio, pay on its cost? I should say six times twelve per cent. On the whole, if the books for subscription to the stock of the Mad River Railroad are opened in due time, I cannot but think a sufficient amount will be readily subscribed to effect an object so highly important to the city and State of New-York, as well as to the State of Ohio, and the other States south and west of it."

The following letter, from the Elizabethtown (N. J.) Journal, refers to a subject in which the city of New-York, in common with the country at large, is deeply interested. The other letter referred to we will publish in our next.

**EXTENSION OF THE ELIZABETHTOWN AND SOMERVILLE RAILROAD.**—We have been favored with the following extracts of letters received from gentlemen of the first respectability: the one extensively engaged in and intimately acquainted with the manufacture of iron,—the other residing in Luzerne county, Pennsylvania, possessed of the best means of information, in the correctness of whose opinions great confidence may be placed.

May 20, 1833.

"The information I am able to give in answer to the queries you have suggested, is that there are several routes of contemplated railroads diverging from the great coal formation, in Lackawanna Valley. The first is the Lackawanna Railroad, extending to the east-north-east. The second is the Legget's Gap Railroad, extending to the north. The latter said to be the best adapted to the continuation of the Susquehanna and Delaware Railroad, it is to run a pretty direct route to the state line, and terminate near the termination of the Cheango Canal, a state work now in progress in New-York. Another, and perhaps the best extension of the Delaware and Susquehanna Railroad, is from Pittston, up the Susquehanna river towards the western lakes. On this route we meet, near the mouth of Tawanda river, large beds of bituminous coal, said to

be of the first quality, now used considerably, and some transported down the Susquehanna river, and thence in both a south-western and north-eastern direction. They are already known to some extent; much information is still wanting on this subject: the time, however, is fast approaching when it will be had, because the material will be wanted, whether these great highways are made or not, the manufacturing interests of this country demanding this article extensively. We are aware that to Great Britain it is all important as a fuel for manufacturers as well as farmers; indeed, without it England and Wales would, perhaps, long since have become dependencies of other states; she now manufactures of iron and all the other metals more than all the rest of Europe together; having but little water power, her magic power is created and sustained by this very important article, *bituminous coal*. I think we can foresee the time when this substance must be resorted to in New-York, New-Jersey, and Pennsylvania, for manufacturing purposes, and even for fuel. In the vicinity of the coal formations are large masses of iron ore. Indeed, no country is, perhaps, better adapted for the manufacture of iron than northern Pennsylvania.

"When this project of a connected railroad from the Hudson, opposite New-York, to Pittston on the Susquehanna, with its probable extension to the north and west, is once fully known to an enlightened public, I am persuaded it must succeed. No work now projected possesses equal intrinsic value, accommodating so many and such extensive interests, connecting by the nearest practicable route the most important commercial city of the Union with the great western waters. W. H.—"

• The following extract of a letter received from a friend residing at Avoylle Ferry, on Red River, La., dated June 10th, gives a faint idea of the alarm which existed there on the appearance of the Cholera in its vicinity:

"Our country is in a perfect panic. The Cholera made its appearance 10 or 15 days ago, on the plantations in the Parish of Rapide, first near Alexandria, and has extended over a large part of it. It has not affected every plantation in its course; some large plantations with, say 200, or upwards, of slaves on it, and not a single case. The disease is said to be violent, and the mortality greater than usual. It is, so far, confined to the slaves, and almost universally to negro men. I have heard of but one white person, (except passengers from steamboats,) that is Mrs. Thomas, wife of Major Isaac Thomas, who died with it suddenly on Friday last. The Parish of Avoylle continues healthy—not a case has occurred in it, except a few from steamboats. Yours, &c. P. G. V."



[For the American Railroad Journal.]

MR. EDITOR: Sir—Your patience seems likely to become tried by the numerous communications offered for publication in your Journal on the subject of the "Guard Rail"; the contest, however, is not kept up by men who have examined that description of rails, in full size for use, and who require to witness practical results before they will hazard an opinion as to merits: all such persons who have examined it, are not only satisfied as to practicability in manufacture, but of its utility in the construction of permanent railroads. They could not be other than convinced of its practicability in manufacture—it has become self evident; castings being already made of various lengths, from eight feet downward, with the wrought iron rail incased, and of the most PERFECT DESCRIPTION of castings. The contest is kept up, then, by whom? By men whose interests make manifest that they feel interested in the success of, or biased in favor of, other descriptions of rails, and to such an extent that any improvement announced which bears a semblance of interfering with their favorite, must be assailed by foul means, if there is no prospect of success by fair means. The communication which calls for this reply appeared in your Journal of the 8th June, signed by Uriah A. Boyden. Mr. Boyden, in his apparently inflexible determination to oppose, SPECULATIVELY, that which has ALREADY BECOME ESTABLISHED PRACTICALLY, wanders from that prudential course which characterises writings by their delineation of sound argument and judicious conclusions.

I have neither time to devote to, or inclination to notice minutely, that description of writings; neither do I see any use in explaining, or of pointing out errors, to that description of writers; for Mr. Boyden in his last communication remarks, that "he has found none of that inconsistency of his (Mr. Sullivan's) statements with his own, (Mr. Boyden's), which Mr. Bulkley thinks or endeavors to make it appear there is." I propose, therefore, at this time, again to allude to that point of inconsistency; and also to show that Mr. Boyden, in his last communication, admits of known perversion in his first communication; and I will also further show, that he has in his last communication embodied absurdities most gross.

In review, therefore, I will first quote the following words, contained in his communication, wherein he stated, that "Mr. Bulkley, in the first part of his reply to me, said he would show that my statements are inconsistent with each other." This he has not done. I now call on him to redeem his pledge, by quoting the passages which are at variance." I deny having written any such words: he applies them to himself, and they are original with himself. The inconsistencies which I alluded to in his first communication, I trust, were clearly shown to the satisfaction of every consistent reader. I would no longer take for granted the correctness of words quoted, by such a writer; the words I did state are of entirely different import. I will repeat the words used in my first communication on the said subject of inconsistency, which are as follows, viz. "U. A. B., if sincere in his statements, is not only actuated by erroneous impressions, but his statements manifest a want of consistency in allusion to the subject, and a want of consistency compared with a previous statement on the same side of the subject, made by Mr. S., which was

also published in this Journal." As to the subject matter to which I alluded, it is predicated on a thing accomplished; on practical results; his remarks were theoretical, and were inconsistent in allusion to the subject, practically; the wrought iron rods, instead of being "nearly or quite torn asunder," appearing as perfect in form and strength, after having been incased in cast iron, as before they were so used. Any difference in contraction and expansion, if there be any difference in contraction from high temperature, becomes accommodated the one to the other, while the rail is in its heated state, so that rails containing the wrought iron rod, whether incased with one eighth of an inch or an inch and a half of cast iron, are as perfect as castings without a wrought rod: is it not then inconsistent in its allusion to the subject, to attempt to theorise away practical results?

His statements, also, as I remarked, were inconsistent with the statements of Mr. Sullivan, when each and both were striving for the same point—hostility to the "Guard Rail": for when alluding to the effect of incasing wrought iron rods with cast iron, the one, after premising reasons for his conclusions, says, "hence the wrought iron bar may be nearly or quite torn asunder without any extraneous force being applied to the rail"—while the other says, it will be "loose in the bore;" I therefore quote enough of their own words to show that they are not only inconsistent with each other, but that both are wrong in their thoughts as to practical results, as will appear by the foregoing paragraph, or on examining rails, in perfect form for use; and rails of that description, and rails with the wrought rod exposed by the purposely breaking of the cast iron, are now publicly exposed for examination.

Mr. Boyden, in his last communication, denies having stated in his first communication any thing like the idea that wrought iron bars would be so closely bound that they could not slip in the cast iron. It appears, however, from his conclusions stated, very like the idea that the wrought rod could not slip, as it would require a strong hold to tear it "nearly or quite asunder, without any extraneous force being applied to the rail."

But, as I before remarked, it does slip, if slipping be necessary to effect the object; and that, too, while both are in a heated state, the one becomes so accommodated to the other as to render castings perfect. The very great contraction of cast iron between its heated and cooled state, would, among theorists, present difficulties in preparing moulds in such a manner as to bring the various points in intricate castings to their proper place for use; yet, what seemed a difficulty in theory, is not so practically.

It is undoubtedly impracticable to lay down any accurate scale for determining the contraction and expansion of wrought iron or of cast iron generally, or of any uniform difference between different descriptions of iron at different temperatures: iron made from some description of ore, being in its nature comparatively porous, other descriptions more consolidated, some comparatively hard, other descriptions soft, brittle or flexible; difference in the nature of metals causes difference in the extent of their contraction and expansion, so that an experiment made on one description of iron is no certain example for another or other descriptions: it is, however, sufficiently near for all practical purposes; as, for instance, Mr. Boyden quoted several experiments from English publications, as follows: viz. experiments at a difference of temperature between 22 and 32 degrees; cast iron, one experiment, 0011094 of its length; another experiment on cast iron, 00111 of its length; malleable iron, 001258: thus, there is a difference in the results between the two experiments of cast iron, consequently a greater difference between one experiment than the other, compared with the malleable iron; and, perhaps, if twenty experiments were made by different persons, without reference to the results of each other, the result of each would

differ from the others; it is true the difference may be small, as in the above-mentioned experiments, yet it is sufficient to know that there can be no certain rule for any change of temperature, and the more particularly for the various changes from, say 32 up to 20,000 and upwards; hence the necessity of relying on practical results. Besides, the difference he has alluded to, between cast and malleable iron, is scarcely more than imaginary; it does not exceed, in a foot in length, one eighth part of an eighth of an inch: so much, therefore, for speculative objections, when in practice an inch rod, a foot long, while in its heated state, as in the manufacture of "Guard Rails," would not only bear being drawn one eighth part of an eighth of an inch, but it might be drawn down to more than a thousand feet in length, to the size of a small wire, without affecting its texture, instead of "nearly or quite tearing it asunder," according to Mr. Boyden's views of tearing iron speculatively.

Mr. Boyden states that in his first communication on this subject, he "endeavored to represent the truth fairly, without the least false coloring." Endeavor, indeed! when in his last communication he admits a known prevarication in his first, as will fully appear in the course of my remarks.

At the commencement, I remarked that I would show that Mr. Boyden had embodied in his last communication absurdities most gross.

Alluding to the object in question, Mr. Boyden closes a sentence with these words, viz. "the chief arguments which were at first urged in support of it, are now known to every intelligent engineer to be groundless." The expression bears on the face of it an absurdity; because, it is not to be presumed that one engineer out of a hundred, or a thousand, has any knowledge whatever of the arguments at first, or last, urged in support of it; besides, engineers and others, men of science, cautious and prudent, to avoid hasty and wrong conclusions, after critical examinations in its practical form for use, approve of it fully.

I said his absurd remark, last above quoted, was intended for effect: if it have not the effect intended, it has the effect of indicating the description of basis, upon which the mind of its writer is actuated, in aiming at conclusions. Therefore, as to the thoughts of such a writer, as to "editions" of rails, &c. they are unworthy a consideration. In reply to his first communication, I stated wherein this rail differed from other descriptions of rails, yet the same point is again blendedly introduced into his last communication: he, most probably, at the same time, knowing or believing, according to the best of his information, that there has been no attempt prior to my own for incasing wrought iron within cast iron, so as to protect the wrought iron on all sides from exposure to corrosion, and at the same time to secure or guard the lower edge of the cast iron against cracking; or, if by any means cracked crosswise, to secure its segments, on the same principle that the segments of an arch are secured from falling by its abutments. It is true there are other patent rights of the same improvement, but they are predicated on my own specification, and on my own account in Europe; and none by any other person, in this country or Europe, embracing the points of improvement above alluded to, which, with other points, are particularly embraced in my specification.

Mr. Boyden states, that "when malleable iron was first used for rails, it was not known exactly how large the rails should be to bear the insistent loads, and that, to ascertain this, rails were made of various sizes: some were so light that they bent, which solved the problem, so that it is now known what size they should be to support a load of a given weight, knowing the distance between the supports. In some instances, he adds, heavier loads have been transported over the roads than the rails were designed to bear, which injured them." This



is a difficulty which all railroads will forever be liable to; and I have recently been informed, from good authority, that the like difficulty has existed, and does exist in action to an important extent, upon the rails of malleable iron, upon a famous modernly constructed railroad in England, notwithstanding the previous solving of such problem.

I stated in the foregoing, that Mr. Boyden, in his last communication, admitted of known prevarication in his first. There is, perhaps, no single object in this country, or in England, in which greater expenditures are proposed—none from which greater benefits are anticipated—than that of railroads: hence its importance in every point of view. And consequently, the importance of designating between the opinion of a man who makes up his mind hastily, and in opposition to credibly asserted actual observation of results, and the opinion of a man who has become famous for impartiality, and respectful reference to observations of results by others; and of this last description of persons, no writer upon the subject of railroads, perhaps, ranks higher than Mr. Wood. Hence, to attribute harsh expressions to him, is not only injustice to him, but tends to deceive readers, by leading them to believe they have the opinion of an impartial man, when in point of fact it is only the opinion, shown by the expression itself to be, of a passionately partial man. Mr. Boyden himself well knows the character of Mr. Wood, and says, in one part of his communication, "I will again quote Mr. Wood, as I know of no better authority on this subject."

Now I will come to the point I have alluded to. In Mr. Boyden's first communication he stated, in order to counteract what I had quoted from English publications, in reference to the upper surface of malleable iron being liable to destruction, "partly in consequence of the great weight of the wheels, which, being rolled upon the rails, extends the laminae composing their upper surfaces, and at length causes those surfaces to break up in scales." Mr. Boyden. I say, to counteract this (declared to be) practical result, stated, in his first communication, as follows: "There has now been sufficient experience in the use of malleable iron rails to put this subject to rest;" and added, "Mr. Wood, in the second edition of his Treatise on Railroads, page 45, speaks thus—'It has been said by some engineers, that wrought iron rails exfoliate, or separate, in their laminae, on that part which is exposed to the pressure of the wheel: this I pointedly deny, as I have closely examined rails which have been in use for many years, and on no part are such exfoliations to be seen.'"

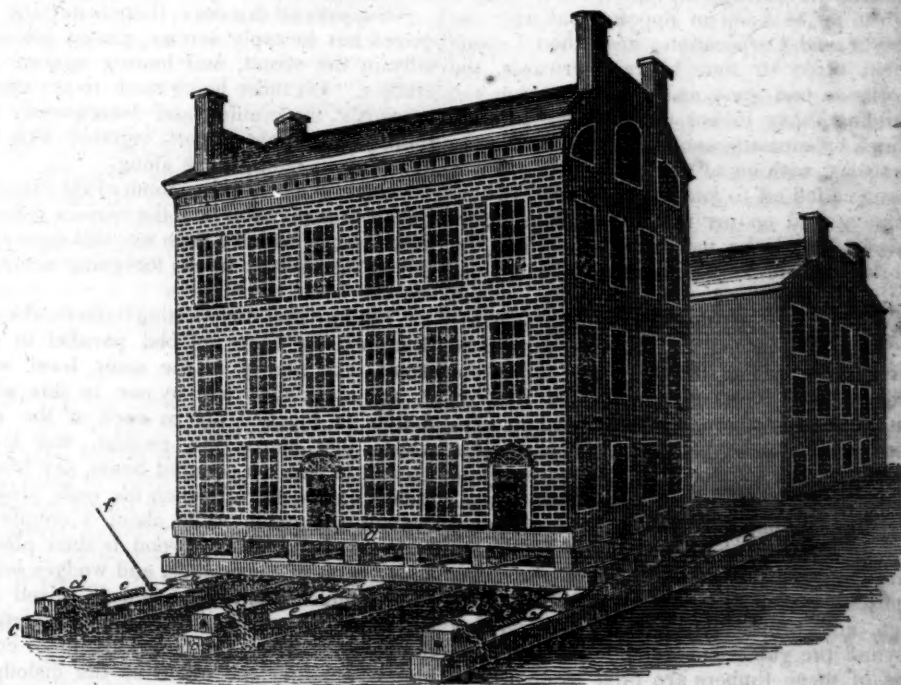
Well knowing that Mr. Wood made no such hasty and apparently inconsiderate declaration, I called his, Mr. Boyden's, attention to it, presuming he had made an error in attributing such expressions to Mr. Wood. And in his last communication, instead of admitting it to have been an error, he remarked—"I knew it was a quotation from Stephenson."

I forbear further reply in detail, except on one point, viz.: Mr. Boyden, in his first communication, concluded a sentence in these words—"It seems cast iron wears off about five times as fast as wrought iron;" and in my reply, I stated that "a man who would pen a sentence of the above description for public inspection, might excuse himself by saying he was unacquainted with the nature of metals;" and added, "It is generally well known that malleable iron is comparatively so soft that a common file will reduce it to fragments; whereas cast iron, if cast on a chill, (and such was declared to be the intention,) is of consistency nearly or quite equal in hardness to steel, upon which a file seems to make no impression." And in his last communication he attempts to substantiate his previous statement; but it appears to me to be a point, the common sense relative to which can be determined without any reference to books, or experiments which may or may not have been made with a special view to some specific interested object.

It is generally well known that the wearing away of rails is caused by an object or objects which come in contact, chafing and fretting off fragments. Any individual who may provide himself with the two descriptions of iron, and a file, can easily determine which of the two kinds, with equal labor, can be fretted away "five times" as fast as the other. A malleable iron rail may, comparatively speaking, be quickly divided with a common fine-toothed saw; whereas a full-sized hard cast iron rail, (and no others have been proposed,) would probably resist the action of fifty or five hundred such saws in succession. It was, no doubt, from this view of the subject, as to comparative hardness, that Mr. Wood, in his treatise, first American and second English edition, p. 147, predicated his remarks as follows: "It is considered of paramount importance in the construction of a railroad, to form it of such materials as combine strength and durability with economy; cast iron, while its hardness presents a surface that opposes little obstruction to the wheels of carriages, forms a substance which is also very durable, and resists the action of the wheels with great

effect;" and adds, "its brittleness forms the only source of reasonable objection." This brittleness, the only reasonable objection, was the cause of my improvement in incasing a malleable iron rod in the lower edge of the rail; by which it becomes denominated the "Guard Rail," and, as I have before remarked, I have now rails eight feet long, perfect in form, with wrought iron rods through the lower edge, from end to end, upon which ten tons on a single bearing has been applied, supports eight feet apart, without affecting the rail; and the founder in this city, who made the experiment, gave, as his opinion, that twenty tons at a single bearing, would not affect them. These rails, with various others, are subject to inspection: a more particular description of which will be found in the American Railroad Journal, Vol. 2, No. 14, which description was made pursuant to various experiments, and predicated on practical results; and nothing has appeared to vary the view of it, as there expressed, in any one particular. I am, respectfully, yours,

R. BULKLEY.



Mr. Simeon Brown's Method of moving Brick Buildings. [Communicated by the Inventor for the Mechanics' Magazine.]

REFERENCES—*a a*, timbers placed in different directions, according to the construction of the building, so that it may be perfectly secure; *b b b*, the slides; *c c c*, the ways, on which the slides move; *d d d*, the pumps, (so named,) secured by chains to the ways, *c c c*, and containing the female screws, which are each provided with a shoulder, pressing against the end of the pump; *e e e*, the propelling screws, which are severally acted upon by a lever, *f*.

MR. SIMÉON BROWN, Eastern Hall, Manhattan Island, has, by the simple apparatus as shown in the engraving, removed several brick houses, varying from one to three stories high. As we know that many people are quite incredulous on this subject, we subjoin a list of some few tenements that have been moved by Mr. B. in this city.

The first brick house Mr. Brown moved was situated at 85 Maiden lane; it is three stories high, and the size is 55 feet by 22. A short time afterwards he lowered Richmond Hill Theatre, a brick building, the wall 8 inches thick, size 50 feet by 42, and moved

it a distance of 68 feet. Shortly afterwards seven brick houses, at one time and by one set of apparatus, in Monroe street, each 24 feet by 40; the numbers of the houses are 118, 120, 122, 124, 126, 128, and 130. Then nine brick houses, 25 feet by 40, situated in Avenue D, all raised 5 feet 2 inches, by one operation; and a three story brick house, 58 feet by 25, in Monroe street. The Church now situated in Sixth street, Greenwich Village, he moved a distance of 1,100 feet, with the steeple, clock, pews, and all fixtures; no damage was done, not even so much as breaking a square of glass in either of the windows.

Mr. Brown informs us that, during the last 12 years, he has moved about 900 buildings, 400 of which had brick fronts, and about 40 were entire brick buildings.

The following description of the operation Mr. Brown has handed us for insertion: it is from the fertile pen of Capt. Basil Hall, and is in every particular correct.

"Every one has heard of moving wooden houses; but the transportation of a brick dwelling is an exploit of a different nature. I shall describe simply what I saw, and then tell how the details were managed. In a



street which required to be widened, there stood two houses much in the way, their front being twelve feet too far forward. These houses, therefore, must either have been taken down, or shifted back. Mr. Brown undertook to execute the less destructive process. They were both of brick, and built together, one being forty feet deep, and twenty-five feet front; the other thirty-two feet deep, and twenty-two feet front. They were of the same height, that is to say, twenty-two feet from the ground to the eaves, above which stood the roof and two large stacks of brick chimneys; the whole formed a solid block of building, having two rows of six windows each, along a front of forty-seven feet by twenty-two. This was actually moved in a compact body, without injury, twelve feet back from the street. I watched the progress of the preparations on the 25th of May with great interest; but unfortunately, just as the men were proceeding to the actual business of moving the screws, I was obliged to run off to keep an appointment with the Mayor and Corporation; and when I came back, three or four hours afterwards, the workmen had gone away, after moving the building thirty inches—which fact I ascertained by measurements of my own. On the next day, with equal perversity of fate, I was again called off to join a party going to New-Jersey; and on my return two days afterwards, I had the mortification to find the work completed. The houses were now exactly nine feet and a half from the position in which I had left them a few days before.

"It would be tedious, perhaps, were I to give a very minute description of the whole process; but it is so simple, that it may, with a little attention, be understood in a general way even by persons not much accustomed to such subjects, and may possibly be useful to those who are familiar with them.

"The first object is to place a set of strong timbers under the house, parallel to, and level with the street, at the distance of three feet apart, extending from end to end of the buildings, and projecting outwards several feet beyond the gable end walls. The extremities of these timbers are next made to rest upon blocks of wood, placed on the ground quite clear of the walls on the outside. Then by means of wedges driven between the timbers and the blocks, they are made to sustain a great part of the weight of the ends of the house. When this is done, the foundation of the end walls may be removed without danger, as they now rest exclusively on the timbers, the ends of which, as I have described, lie on solid blocks.

"I shall describe presently how the above operation of inserting the timbers is performed; but if for the present we suppose it done, and the house resting on a sort of frame-work, it is easy to conceive that a set of slides, or what are called in dock-yards, ways, on which ships are launched, may be placed transversely under these timbers, that is, at right angles to them, so as to occupy the very place where the foundations of the end walls once stood. It is necessary to interpose between these ways or fixed slides, and the aforesaid timbers, a set of cradles, similar in their purpose to the apparatus of the same name on which ships rest when launched, to which final process of ship-building, by-the-by, this whole operation bears a close analogy. These cradles are long smooth beams lying along the top of the ways, and in the same line with them; their under surfaces in con-

tact with the ways, and the upper made to bear against the cross timbers which support the house. The object, at this stage of the business, is to bring the whole weight of the house upon these cradles, and, consequently, upon the ways which support them. If this be done, it follows that the ends of the timbers, formerly described as resting on the blocks, will no longer be supported at the same places. This change of the point of support is effected by driving in wedges between the timbers and the cradles; and it will readily be seen that these wedges have the two-fold effect of forcing the cradles down upon the ways, and at the same time of raising up the timbers which support the house, and consequently, in a very small degree, the house itself. The ends of the timbers now rest no longer on the blocks, which are removed, and the house, supported upon the cradles and the ways, is ready for being moved, as soon as the front and back walls have been taken away.

"Suppose all this done, there is nothing required but to apply screws, placed horizontally in the street, and butting against the cradles. On these being made to act simultaneously, the cradles, and consequently the frame which they support, together with the house on its back, move along.

"Such is a general account of the process. I shall now mention how the various difficulties, most of which I dare say will have suggested themselves in the foregoing account, are overcome in practice.

"The horizontal supporting timbers, already described as being placed parallel to the street, and nearly at the same level with it, are introduced one by one in this way. A hole is blocked out in each of the end walls, just above the ground, and large enough to admit a squared beam, say fifteen inches each way, of which the ends project beyond the gable walls about a couple of feet. A firm block of wood is then placed under each of these ends, and wedges being driven underneath, the beam is raised up, and made to bear against the upper parts of the holes. Thus the inserted timber completely supplies the office of the dislodged portions of the masonry. Another pair of holes is then made, and a second timber introduced, and so on till they are all inserted, and firmly wedged up. The distance at which these are placed must depend upon the weight of the wall. In the case I witnessed the houses were of brick, and the timber stood at the distance, I should think, of three feet apart. All this being done, the intermediate masonry, forming the foundation, may be gradually removed, and a clear space will be left under the supported walls for the reception of the ways.

"There are two more precautions to be attended to; these ways must all be coated with tallow, in a layer of at least half an inch thick, so that the wood of the cradles may never come in contact with them. Some device must also be adopted to prevent the whole affair, house and all, from sliding laterally off. This, Mr. Brown prevents, by cutting along the top of one of the ways a deep groove, into which is fitted a correspondent feather, as it is called, of the superincumbent cradle. This being made to work easy, and well greased, the direct motion is not retarded.

"I have said nothing all this time of the front and back walls; but it will easily be understood how these may be made to rest, like

those at the ends, on timbers inserted under the house at right angles, to the first set. The whole of the supporting frame-work is tied so firmly together by bolts, that there is not the slightest bending or twisting of any part of the building.

"When at last the house has reached its destination, a new foundation is built, and the whole process being inverted, the timbers are withdrawn one by one; and such is the security of these operations, that no furniture is ever removed from the houses so transported. The inhabitants, I am told, move out and in as if nothing were going on. This, however, I did not see.\*

"Mr. Brown was once employed to remove a house from the top to the bottom of a sloping ground; and, as no additional impulse from screws was here required, he resolved to ease the building down, as sailors call it, by means of a tackle. Unfortunately, about the middle of the operation, the strop of one of the blocks broke, and the operator, who was standing on the lower side of the building, was horrified by the apparition of the house under weigh, and smoking, by its friction, right down upon him. With that vigorous presence of mind, which is compounded of thorough knowledge, and a strong sense of the necessity of immediate action, and without which courage is often useless, he dashed a crow-bar, which he happened to have in his hand at the time, into a hole accidentally left in one of the ways, and leaping on one side watched the result. The momentum of the enormous moving body was so great that it fairly drove the iron bar, like a cutting instrument, for a considerable distance through the fibres of the timber. The main point, however, was gained, by the house being arrested in its progress down the hill; and the able engineer, like an officer who has shown himself fertile in resource, reaped more credit from the successful application of a remedy to an evil not anticipated, than if all had gone smoothly from the commencement."

\* We have been credibly informed that, during the operation of moving the house situate at 85 Maiden lane, the Mayor and Corporation, to the amount of 150 individuals, were in the house and partook of refreshments. Also, that, when the church before alluded to was moving, a clergyman delivered a discourse on science, as connected with religion, to a congregation of between 300 and 400 persons.—[Ed. MEC. MAG.]

**Wooden Rails for Railroads.** By MERCATOR. To the Editor of the American Railroad Journal.

SIR,—The usefulness of your journal as a medium of intelligence on the subject of railroads becomes more and more apparent, when reflecting on the subject of the numerous millions contemplated to be expended in the construction of railroads in this country. In allusion to the important article of rails, persons of inexperience on the subject, either as to their own observations, or information derived from observations of others: to such persons the article of wood, as well on account of its great strength, as the facilities with which it can be procured in this country, are reasons which seem very naturally to impress their ideas that it should have a preference for that object. A similar idea prevailed in England while projectors of railroads were inexperienced on the subject of railroads; but on perusal of recent English publications, we observe among their sentences such words as these, "since wooden rails have been abandoned in this country." Wooden rails



abandoned!!! would be indeed a surprising idea to inexperienced persons above adverted to; and the *natural conclusion* is, that such abandonment was for *cause*. The probable *principal cause* may be considered as observable in the *necessary situation* in which rails are placed, being nearly on a line with the surface of the earth, exposed to the *moisture* of the earth. In the last number of your Journal a communication appeared from Mr. J. L. Sullivan, on the subject of *preserving* wooden rails in railroads from rapid decay. He states that he has before explained his ideas on this subject, namely, in the year 1829; but does not inform us of any *practical results* during the long interim.

Mr. S. states a well known fact, "That in making railroads with timber, the posts or piles are liable to decay earliest at the surface, or a little above and below the *surface* of the ground, because the effect of heat and moisture there combine"; and adds, "that to guard the post from this effect, I prevent the contact of earth with this part by means of *stone* laid *close around it*; and to keep the *rain* out from among them, I set them in water lime mortar, or in Roman cement, applying it to the wood as well as stones; I also use sometimes, in the upper stratum, especially, a cement made of pitch and lime, when the kind of timber is congenial, pitch being adhesive and lime indestructible. The stone," he adds, "keeps the wood cool, the *cement keeps it dry*." This extract seems particularly allusive to *posts* or *piles*; the *decay of rails*, however, laid near the surface, is probably co-equal with posts or piles.

Mr. Sullivan not having fortified his explanation with any statement of *practical results*, it is presumable that his specification is predicated upon a theoretical view of the subject. Mr. Sullivan has most undoubtedly taken an erroneous *view* of the subject: as to pitch, if placed in a damp situation below the surface, it is of but short, a few months, duration. This may be observed upon a vessel's bottom, used either in fresh water or salt. Wood cannot be kept dry in a wet or damp situation, by the application of cement of common lime, *water lime*, or *Roman cement*: all three of them are *conductors* of water by *capillary attraction*; so that if a piece of *wood* were covered with any given thickness of such cement, and placed in water, it would be found that the wood would become absorbed in water, conducted to it through the cement, and with such a coating would be more liable to decay than without it, by reason of its retaining dampness when wet, longer than if it had no such close covering. The experiment may be easily made by making a ball of cement; and, after perfectly dry, place it in a dish and apply water in contact with the lower surface of the ball, and it will be found that the cement ball will absorb of water to the extent of about two-fifths of the bulk of the ball, whether of common lime, water lime, or Roman cement; cement is at the same time so far a *check* to the passage of water, as to be useful in the building of canal locks, &c.

As to *comparative practical results* on that subject, the removals of numerous buildings in this city to make room for improvements, gives good opportunity for observation. It is well known, that when a foundation wall is laid, the *sleepers*, so called, for the first floor, are usually placed upon the upper part of the wall, and filled in between the sleepers with stone or bricks, and lime mortar, or cement, in contact with the ends of sleepers or beams, being in *effect* as to *combination*, similar, or nearly so, to the proposition of Mr. Sullivan; and what is the result? The result is that the *ends* of the sleepers on the ground floor are usually found to be quite decayed, so far as surrounded by cement, if in a *damp situation*. It may be said that this is too vague to be relied upon, as some buildings remain many years before removed,

and the time at which the hidden ends become decayed consequently matter of uncertainty: it was, however, particularly observed at the ends of the street floor sleepers of the *Arcade*, which was taken down, between Maiden lane and John street, in this city, a short time since. The main part of the sleepers were comparatively nearly as fresh in appearance as new, having been in use only some five or eight years, while the *ends* of the sleepers, surrounded with cement of lime, were of consistency and color of snuff; so that that part of them must have been divested of strength in a comparatively short proportion of the time the building stood; and I think no better reason can be given than that those ends were *retained* in a *damp state*, when wet, *longer* than they would have been if exposed to the atmosphere. But the policy of *using* posts or piles, is questionable; except it be to overcome local difficulties, as in marshy ground. A gentleman who passed over the Charleston Railroad remarked to me that, upon that part *elevated upon piles*, the side, apparently waving, motions were such as to remind him of the motion experienced in a vessel passing over waves.

P. S.—Since writing the above, I accidentally met the person who acted as superintendent in pulling down the *Arcade* above alluded to: who, on inquiry, informed me that it was *seven years* from the time it was built to the time it was pulled down; that the ends of the sleepers placed upon the foundation wall were imbedded, and the ends incased with stone, bricks and mortar, so that the *earth* could not come in contact with the *timber*; but where the *earth* came in contact with the *wall opposite* to the timbers, the *ends* of the beams were completely gone to the consistency of dust.

Knowing it to be your purpose to elicit and disseminate *facts* deemed to be tending to benefit the cause you have espoused, "public improvement," the foregoing is communicated.

MERCATOR.

SIMPLIFIED APPLICATION OF STEAM.—At a meeting of the Paris Academy of Arts and Sciences, held on the 7th January, a memoir was read, in which M. Pelletan treated of the dynamic effects of a jet of steam, and the means of applying it, in a simple and cheap way, to the purposes of the useful arts. 'A jet of steam,' says the author, when thrown into a cylindrical conduit, or into a pipe filled with air, imparts the active power with which it is endued to the column of air, without any other loss than that occasioned by the friction in the conduit, or pipe.'

His detail of the results, which have already ensued from his discovery, are deserving of attentive notice. A jet of steam issuing through an orifice of a millimetre, (.03937 of an inch) under a pressure of five atmospheres, possesses a velocity of five hundred and fifty-nine metres, (1084 3-8 feet,) per second; it consequently moves at the same rate of velocity as a bullet discharged from a gun.

But this enormous velocity is, in its simple form, of no practical benefit, inasmuch as it cannot be converted into a useful agent; when, however, the steam has been enabled to impart motion to a quantity of atmosphere, the velocity, it is true, is diminished, but the mass set in motion is increased; and by this operation, the active power of the jet of steam is susceptible of general application.

The elastic force of steam has hitherto been employed under pressure, by the aid of machines, which are necessarily complicated, and involve a serious loss of power from their bulkiness and friction; but steam, acting immediately by its own power, can be made to effect its objects in machines of so simple a construction, that a steam engine of

one man's power may henceforth be worked by a common fire.

Mr. Pelletan remarks, that the force of steam, so applied, may be brought directly in aid of the machine, and will enable him to double and treble his daily gains, instead of its powers being limited, as hitherto, to filling the coffers of great capitalists at a compound ratio.

The same jet of steam, when applied to the purpose of increasing the draft of furnaces, enables the proprietor to reduce their diameter to two inches, even where a large furnace is in question, to lead the smoke in any direction which may suit him best, and to make use of the whole heat produced. By means of this jet, a vacuum may be effected at will, in any given space, however considerable; it may be, and permanently maintained, not only at very small cost, but through the medium of an apparatus of the simplest construction. This process is of ready application wherever evaporation or desiccation are to be effected. Acting upon a column of air, the jet supplies the simplest and most efficacious mode which can be adopted for creating blasts in forges, furnaces, &c.

It appears the inventor claims priority in this important discovery, inasmuch as he communicated the properties of the jet in a paper addressed to the Academy in 1829, and he is tenacious of the claim in consequence of the later application of the jet in impelling steam carriages in England.—[Athenæum.]

THE RAILROAD.—The stock of this company has taken another rise, and several sales have been effected within the past two days at ONE HUNDRED AND FIVE DOLLARS per share, at which rate they are now in brisk demand.

The road has been used in a continued line to the inclined plane from Charleston, and from the inclined plane to Hamburg, by a hand car, running on the wooden rail, the iron for which is now conveying, and we shall soon have the satisfaction of announcing a junction—the ironing of 22 miles being all that is now required to complete it.

A passenger arrived from the inclined plane on Saturday, having travelled 120 miles on the road.—[Charleston Patriot, July 2d.]

Equal quantity of Pot Ashes obtained from the same quantity of Ashes. By R. M. W. [For the New-York Farmer.]

MR. FLEET.—I very much doubt the possibility of obtaining two tons of Pot-Ash by any new process from the same quantity of raw ashes. I am well aware that our ashes are often thrown out of the leaches, before the strength is entirely exhausted, but, in a well regulated pot-ash, it is usual to water the leaches as long as they will color or taste the lies, after which they are emptied. Now the only question with me is, whether soft water properly applied will dissolve all the alkali, and, if so, I cannot but believe that we shall work the leached ashes in vain. A patent was obtained some years ago for working over leached ashes, but it was soon abandoned, and the expense exceeded the profit. It is true some names are mentioned that ought to give some confidence in this project, but I conceive that the men must have been mistaken. That ashes may be increased in bulk and weight, by adding limestone, sand and salt, is very certain, but it is evidently an adulteration, and no increase of alkali; and it is easily detected when proper tests are applied.

R. M. W.



*Babbage on the Economy of Manufactures.*

(Continued from page 405.)

[The following is the conclusion of Art. 133, together with the other articles that were omitted, and which the reader will perceive should have been inserted immediately after the words—"The holes for the rivets were punched by hand-punching with presses, and the 1680 holes"]

which each tank required, cost seven shillings. The Navy Board, who required a large number, proposed that he should supply forty tanks a week for many months. The magnitude of the order made it worth while to commence *manufacture*, and to make tools for the express business. Mr. Maudslay, therefore, offered, if the Board would give him an order for two thousand tanks, to supply them at the rate of eighty per week. The order was given: he made tools, by which the expense of punching the rivet-holes of each tank was reduced from seven shillings to nine-pence; he supplied ninety-eight tanks a week for six months, and the price charged for each was reduced from seventeen pounds to fifteen.

## ON THE INFLUENCE OF VERIFICATION ON PRICE.

134. The money price of an article at any given period is usually stated to depend upon the proportion between the supply and the demand. The average price of the same article during a long period is said to depend, ultimately, on the power of producing and selling it with the ordinary profits of capital. But these principles, although true in their general sense, are yet so often modified by the influence of others, that it becomes necessary to examine a little into the disturbing forces.

135. With respect to the first of these propositions, it may be observed that the cost of any article to the purchaser includes, besides supply and demand, another element, which, though often of little importance, is in many cases of great consequence. The cost, to the purchaser, is the price he pays for any article, added to the cost of verifying the fact of its having that degree of goodness for which he contracts. In some cases the goodness of the article is evident on mere inspection; and in these cases there is not much difference of price at different shops. The goodness of loaf-sugar, for instance, can be discerned almost at a glance; and the consequence is, that the price of it is so uniform, and the profit upon it so small, that no grocer is at all anxious to sell it: whilst, on the other hand, tea, of which it is exceedingly difficult to judge, and which can be adulterated by mixture so as to deceive the skill even of a practiced eye, has a great variety of different prices, and is that article which every grocer is most anxious to sell to his customers. The difficulty and expense of verification are, in some instances, so considerable, as to justify the deviation from well established principles. Thus, it has been found so difficult to detect the adulteration of flour, and to measure its good qualities, that, contrary to the maxim that *government* can generally purchase any article at a cheaper rate than that at which they can manufacture it, it has been considered more economical to build extensive flour-mills, (such as those at Deptford,) and to grind their own corn, than to verify each sack purchased, and to employ persons in continually devising methods of detecting the new modes of adulteration which might be resorted to.

136. Some years since, a mode of preparing old clover and trefoil seeds by a process called "*doctoring*" became so prevalent as to excite the attention of the House of Commons. It appeared in evidence before a committee, that the old seed of the white clover was *doctored* by first wetting it slightly, and then drying it with the fumes of burning sulphur; and that the red clover seed had its color improved by shaking it in a sack with a small quantity of indigo; but this being detected after a time, the *doctors* then used a preparation of logwood, fined by a little copperas, and sometimes by verdigris; thus at once improving the appearance of the old seed, and diminishing, if not destroying, its vegetative power already enfeebled by age. Supposing

no injury had resulted to good seed so prepared, it was proved that, from the improved appearance, its market price would be enhanced by this process from five to twenty-five shillings a hundred weight. But the greatest evil arose from the circumstance of these processes rendering old and worthless seed, in appearance, equal to the best. One witness tried some *doctored* seed, and found that not above one grain in a hundred grew, and that those which did vegetate died away afterwards; whilst about eighty or ninety per cent. of good seed usually grows. The seed so treated was sold to retail dealers in the country, who, of course, endeavored to purchase at the cheapest rate, and from them it got into the hands of the farmers; neither of these classes being at all capable of distinguishing the fraudulent from the genuine seed. Many cultivators, in consequence, diminished their consumption of the article; and others were obliged to pay a higher price to those who had skill to distinguish the mixed seed, and who had integrity and character to prevent them from dealing in it.

137. In the Irish flax trade, a similar example of the high price paid for verification occurs. It is stated in the report of the committee—"That the natural excellent quality of Irish flax, as contrasted with foreign or British, has been admitted." Yet from the evidence before that committee, it appears that Irish flax sells, in the market, from 1*d.* to 2*d.* per pound less than other flax of equal or inferior quality. Part of this difference of price arises from negligence in its preparation, but a part also from the expense of ascertaining that each parcel is free from stones and rubbish to add to its weight: this appears from the evidence of Mr. J. Corry, who was, during twenty-seven years, Secretary to the Irish Linen Board:

"The owners of the flax, who are almost always people in the lower classes of life, believe that they can best advance their own interests by imposing on the buyers. Flax being sold by weight, various expedients are used to increase it; and every expedient is injurious, particularly the damping of it,—a very common practice, which makes the flax afterwards heat. The inside of every bundle (and the bundles all vary in bulk) is often full of pebbles, or dirt of various kinds, to increase the weight. In this state it is purchased, and exported to Great Britain. The natural quality of Irish flax is admitted to be not inferior to that produced by any foreign country; and yet the flax of every foreign country, imported into Great Britain, obtains a preference among the purchasers, because the foreign flax is brought to the British market in a cleaner and more regular state. The extent and value of the sales of foreign flax in Great Britain can be seen by reference to the public accounts; and I am induced to believe, that Ireland, by an adequate extension of her flax tillage, and having her flax markets brought under good regulations, could, without encroaching in the least degree upon the quantity necessary for her home consumption, supply the whole of the demand of the British market, to the exclusion of the foreigners."

138. The lace trade affords other examples; and, in inquiring into the complaints made to the House of Commons by the frame-work knitters, the committee observe, that "It is singular that the grievance most complained of one hundred and fifty years ago, should, in the present improved state of the trade, be the same grievance which is now most complained of; for it appears, by the evidence given before your committee, that all the witnesses attribute the decay of the trade more to the making of fraudulent and bad articles, than to the war, or to any other cause." And it is shown by the evidence, that a kind of lace called "*single-press*" was manufactured, which was only looped once, and which, although good to the eye, became nearly spoiled in washing by the slipping of the threads; that not one person in a thousand could distinguish the difference between "*single-press*" and "*double-press lace*;" and that, even workmen and manufacturers

were obliged to employ a magnifying glass for that purpose; and that, in another similar article, called "*warp lace*," such aid was essential. It was also stated by one witness, that

"The trade had not yet ceased, excepting in those places where the fraud had been discovered; and from those places no orders are now sent for any sort of Nottingham lace, the credit being totally ruined."

139. In the stocking trade similar frauds have been practised. It appeared in evidence, that stockings were made of uniform width from the knee down to the ankle, and being wetted and stretched on frames at the calf, they retained their shape when dry; but that the purchaser could not discover the fraud, until, after the first washing, the stocking appeared to hang like a bag about his ankles.

140. In the watch trade, the practice of deceit, in forging the marks and names of respectable makers, has been carried to a great extent both by natives and foreigners; and the effect upon

[For the matter that should have been inserted here, see page 405, commencing at the 9th line from the end, at the words "our export trade."]

142. There are few articles which the public are less able to judge of than the quality of drugs; and when they are compounded into medicines, it is scarcely possible, even for medical men, to decide whether pure or adulterated drugs have been employed. This circumstance, concurring with an injudicious mode adopted in the payment for medical assistance, has produced a curious effect on the price of medicines. Apothecaries, instead of being paid for their services and skill, have been remunerated by being allowed to place a high charge upon the medicines they administer, which are confessedly of very small pecuniary value. The tendency of such a system is to offer an inducement to prescribe more medicine than is necessary; and, in fact, even with the present charges, the apothecary, in ninety-nine cases out of a hundred, cannot be fairly remunerated unless the patient either takes, or pays for, more physic than is really necessary. The apparent extravagance of the charge of eighteen pence for a two-ounce phial\* of medicine is obvious to many who do not reflect on the circumstance that the charge is, in reality, for the payment of professional skill. As the same charge is made by the apothecary, whether he attends the patient or merely prepares the prescription of a physician, the chemist and druggist soon offered to furnish the same commodity at a greatly diminished price. But the eighteen pence charged by the apothecary might have been fairly divided into two parts, three pence for medicine and bottle, and fifteen pence for attendance. Now the chemist, although he has reduced the price of the apothecary's draught, from thirty-three to forty-four per cent., yet realizes a profit of between two and three hundred per cent. on the ten pence or shilling he charges for the same compound. This enormous profit has called into existence a multitude of competitors; and in this instance the impossibility of verifying has, in a great measure, counteracted the beneficial effects of competition. The general adulteration of drugs, even at the extremely high price at which they are retailed as medicine, enables those who are imagined to sell them in an unadulterated state to make large profits, whilst the same evil frequently disappoints the expectation and defeats the skill of the most eminent physician.

It is difficult to point out a remedy for this evil without suggesting an almost total change in the system of medical practice. If the apothecary were to charge for his visits, and to reduce his medicines to one-fourth or one-fifth of their present price, he would still have an interest in procuring the best drugs, for the sake of his own reputation or skill. Or if the medical attendant, who is paid more highly for his time, were to have several pupils, he might him-

\* Apothecaries frequently purchase these phials at the old bottle-warehouses at ten shillings per gross, so that when their servant has washed them the cost of the phial is nearly one penny.



self supply the medicines without a specific charge, and his pupils would derive improvement from compounding them, as well as from examining the purity of the drugs he would purchase. The public would derive several advantages from this arrangement. In the first place, it would be greatly for the interest of the medical practitioner to have the best drugs; it would also be his interest not to give more physic than needful; and it would also enable him, through some of his more advanced pupils, to watch more frequently the changes of any malady.

143. The principle that *price*, at any moment, is dependent on the relation of the supply to the demand, is true to the full extent only when the whole supply is in the hands of a very large number of small holders, and the demand is caused by the wants of another set of persons, each of whom requires only the same very small quantity. And the reason appears to be, that it is only in such circumstances that a uniform average can be struck between the feelings, the passions, the prejudices, the opinions, and the knowledge, of both parties. If the supply, or present stock in hand, be entirely in the possession of one person, he will naturally endeavor to put such a price upon it as shall produce by its sale the greatest quantity of money; but he will be guided in this estimate of the price at which he will sell both by the knowledge that increased price will cause a diminished consumption, and by the desire to realize his profit before a new supply shall reach the market from some other quarter. If, however, the same stock is in the hands of several dealers, there will be an immediate competition between them, arising partly from their different views of the duration of the present state of supply, and partly from their own peculiar circumstances with respect to the employment of their capital.

144. Again, if the commodity itself is of a perishable nature, such, for example, as a cargo of ice imported into the port of London from Norway a few summers since, then time will supply the place of competition ; and, whether the article is in the possession of one or of many persons, it will scarcely reach a monopoly price. The history of *cajeput oil*, during the last few months, offers a curious illustration of the effect of opinion upon price. In July of last year (1831) *cajeput oil* was sold, exclusive of duty ; at 7d. per ounce. The disease which had ravaged the east was then supposed to be approaching our shores, and its proximity created alarm. At this period, the oil in question began to be much talked of as a powerful remedy in that dreadful disorder ; and in September it rose to the price of 3s. and 4s. the ounce. In October there were few or no sales : but in the early part of November, the speculations in this substance reached their height, and between the 1st and the 15th it realized the following prices : 3s. 9d., 5s., 6s. 6d., 7s. 6d., 8s. 9d., 10s., 10s. 6d., 11s. After the 15th of November, the holders of *cajeput oil* were anxious to sell at much lower rates ; and in December a fresh arrival was offered by public sale at 5s., and withdrawn, being sold afterwards, as it was understood, by private contract, at 4s. or 4s. 6d. per ounce. Since that time, 1s. 6d. and 1s. have been realized : and a fresh arrival, which is daily expected, (March, 1832,) will probably reduce it below the price of July. Now, it is important to notice that, in November, the time of greatest speculation, the quantity in the market was held by few persons, and that it frequently changed hands, each holder being desirous to realize his profit. The quantity imported since that time has also been considerable.\*

145. The frequent speculations in oil, tallow, and other commodities, which must occur to the memory of most of my readers, were always founded on the principle of purchasing up all the stock on hand, and agreeing for the purchase of the expected arrivals; thus proving the opinion of capitalists to be, that a larger

\* I have understood that the price of camphor, at the same time, suffered similar changes.

average price may be procured by the stock being held by few persons.

### ON THE INFLUENCE OF DURABILITY ON PRICE.

146. Having now considered the circumstances that modify what may be called the momentary amount of price, we must next examine a principle which seems to have an effect on its permanent average. The durability of any commodity influences its cost in a permanent manner. We have already stated, that what may be called the *momentary price* of any commodity depends upon the proportion existing between the supply and demand, and also upon the cost of verification. The *average price*, during a long period, will depend upon the labor required for producing and bringing it to market, as well as upon the average supply and demand; but it will also be influenced by the *durability of the article manufactured*.

Many *things* in common use are substantially consumed in using : a phosphorus match, articles of food, and a cigar, are examples of this description. Some things after use become inapplicable to their former purposes, as paper which has been printed upon ; but it is yet available for the cheesemonger or the trunk-maker. Some articles, as pens, are quickly worn out by use ; and some are still valuable after a long-continued wear. There are others, few, perhaps, in number, which never wear out ; the harder precious stones, when well cut and polished, are of this latter class ; the fashion of the gold or silver mounting in which they are set may vary with the taste of the age, and such ornaments are constantly exposed for sale as second-hand, but the gems themselves, when removed from their supports, are never so considered. A brilliant, which has successively graced the necks of a hundred beauties, or glittered for a century upon patrician brows, is weighed by the diamond merchant in the same scale with another which has just escaped from the wheel of the lapidary, and will be purchased or sold by him at the same price per carat. The great mass of commodities is intermediate in its character between these two extremes, and the periods of respective duration are very various. It is evident that the average price of those things which are consumed in the act of using them, can never be less than that of the labor of bringing them to market. They may, for a short time, be sold for less ; but under such circumstances their production must soon cease altogether. On the other hand, if an article never wears out, the consequence will be, that its price may continue *permanently below* the cost of the labor expended in producing it ; and the only consequence will be, that no farther production will take place : its price will continue to be regulated by the relation of the supply to the demand ; and should that at any after time rise, for a considerable period, above the cost of production, it will be again produced.

147. Articles become old from actual decay, or the wearing out of their parts ; from improved modes of constructing them ; or from changes in their form and fashion, required by the varying taste of the age. In the two latter cases, their utility is but little diminished ; and, being less sought after by the classes who have hitherto employed them, they are sold at a reduced price to a class of society rather below that of their former possessors. Many articles of furniture, such as well-made tables and chairs, are thus found in the rooms of those who would have been quite unable to have purchased them when new ; and we find constantly, even in the houses of the more opulent, large looking-glasses which have passed successively through the hands of several possessors, changing only the fashion of their frames ; and in some instances even this alteration is omitted, an additional coat of gilding saving them from the character of being second-hand. Thus a taste for luxuries is propagated downwards in society ; and, after a short period, the numbers who have acquired new wants become sufficient to excite the ingenuity of the manufacturer to

reduce the cost of supplying them, whilst he is himself benefitted by the extended scale of demand.

There is a peculiarity in looking glasses with reference to the principle just mentioned. The most frequent occasion of injury to them arises from accidental violence; and the peculiarity is, that, unlike most other articles, when broken they are still of some value. If a large mirror is accidentally cracked, it is immediately cut into two or more smaller ones, each of which may be perfect. If the degree of violence is so great as to break it into many fragments, these smaller pieces may be cut into squares for dressing-glasses; and if the silvering is injured, it can either be re-silvered or used as plate-glass for glazing windows. The addition from our manufactories to the stock of plate-glass in the country is annually about two hundred and fifty thousand square feet. It would be very difficult to estimate the quantity annually destroyed or exported, but it is probably small; and the effect of these continual additions is seen in the diminished price and increased consumption of the article. Almost all the better order of shop fronts are now glazed with it. If it were quite indestructible, the price would continually diminish; and unless an increased demand arose from new uses, or from a greater number of customers, a single manufactory, unchecked by competition, would ultimately be compelled to shut up, driven out of the market by the permanence of its own productions.

## OF PRICE AS MEASURED BY MONEY.

148. The *money price* at which an article sells furnishes us with comparatively little information, if we compare distant intervals of time and different countries; for gold and silver, in which price is usually measured, are themselves subject to variations, like all other commodities; nor is there any invariable standard by which such comparisons can be made. The average price of a certain quality of various manufactured or raw produce has been suggested as a permanent standard of price; but a new difficulty then presents itself: for the improved methods of producing such articles render their *money price* extremely variable within very limited periods. The annexed table will afford a striking instance of this kind of variation within a period of only twelve years.

| DESCRIPTION.                      |             | 1818. |    | 1824. |   | 1838. |   | 1850. |    |
|-----------------------------------|-------------|-------|----|-------|---|-------|---|-------|----|
| Arviz.                            | per cwt.    | 55    | 4  | 50    | 6 | 47    | 4 | 4     | 4  |
| Awls, polished.                   | gross       | 3     | 40 | 16    | 0 | 13    | 0 | 13    | 0  |
| Bird Stewy.                       | gross       | 18    | 0  | 15    | 0 | 1     | 6 | 1     | 2  |
| Blin, thimel.                     | dozen       | 5     | 0  | 4     | 0 | 0     | 0 | 5     | 6  |
| Bolts, for doors.                 | dozen       | 6     | 0  | 4     | 0 | 3     | 3 | 3     | 3  |
| Braces, for Carpenter's.          | dozen       | 0     | 0  | 4     | 0 | 4     | 0 | 3     | 0  |
| Buttons, for Coats.               | dozen       | 0     | 0  | 4     | 0 | 4     | 0 | 3     | 0  |
| Cannons, small.                   | gross       | 5     | 6  | 5     | 0 | 1     | 7 | 1     | 7  |
| Cartridge Cases, brass.           | dozen       | 5     | 11 | 4     | 0 | 1     | 7 | 1     | 7  |
| Curry Combs, six barrel.          | dozen       | 5     | 0  | 91    | 0 | 16    | 0 | 11    | 11 |
| Frying Pans.                      | each        | 92    | 0  | 0     | 0 | 0     | 0 | 0     | 0  |
| Gun Slacks, single roller.        | dozen       | 6     | 9  | 5     | 0 | 1     | 0 | 1     | 0  |
| Ham Saws, No. 0.                  | dozen       | 6     | 9  | 5     | 0 | 1     | 0 | 1     | 0  |
| Hollow cut, 1 1/2 inch.           | dozen       | 0     | 10 | 3     | 0 | 0     | 3 | 0     | 0  |
| K. rollers, brass 2 inches.       | dozen       | 4     | 0  | 7     | 0 | 1     | 6 | 1     | 6  |
| Locks, for doors, bridle thimble. | dozen       | 9     | 3  | 0     | 0 | 2     | 0 | 0     | 0  |
| Locks, for doors, iron pin.       | dozen       | 36    | 0  | 32    | 0 | 15    | 0 | 13    | 0  |
| Sled Irons, and other Castings.   | each        | 22    | 6  | 20    | 0 | 14    | 0 | 11    | 6  |
| Shovel and Tong's, fire Irons.    | each        | 22    | 6  | 20    | 0 | 14    | 0 | 11    | 6  |
| S. Irons, plated.                 | each        | 17    | 0  | 15    | 0 | 10    | 0 | 7     | 0  |
| Table Spoon, thimel.              | gross       | 17    | 0  | 15    | 0 | 10    | 0 | 7     | 0  |
| Trace Chaining.                   | each        | 29    | 0  | 25    | 0 | 19    | 6 | 16    | 6  |
| Trays, Assorted Tin, 30 inches.   | each        | 4     | 6  | 3     | 0 | 0     | 0 | 1     | 5  |
| Wire, for Blacksmiths, &c.        | cwt.        | 30    | 0  | 23    | 0 | 22    | 0 | 19    | 6  |
| Wire, Iron, No. 6.                | hundred lb. | 10    | 0  | 98    | 0 | 9     | 0 | 7     | 0  |
| Brass.                            | lb.         | 1     | 10 | 1     | 4 | 1     | 0 | 0     | 9  |

I have taken some pains to assure myself of the accuracy of the above table: at different periods of the years quoted the prices may have varied; but I believe it may be considered as a fair approximation. In the course of my inquiries I have been favored with another list, in which many of the same articles occur; but in this last instance the prices quoted are separated by an interval of twenty years. It is extracted from the books of a highly respectable







## METEOROLOGICAL RECORD, KEPT IN THE CITY OF NEW-YORK,

For the Fortnight ending July 8th 1833, inclusive.

[Communicated for the American Railroad Journal and Advocate of Internal Improvements.]

| Date.   | Hours.  | Thermom. | Baromet. | Winds.       | Strength of Wind. | Clouds from what direction. | Weather.                            | Date.  | Hours.    | Thermom. | Baromet. | Winds.  | Strength of Wind. | Clouds from what direction. | Weather.                |
|---------|---------|----------|----------|--------------|-------------------|-----------------------------|-------------------------------------|--------|-----------|----------|----------|---------|-------------------|-----------------------------|-------------------------|
| June 25 | 6 a. m. | 63       | 29.60    | NW           | moderate          | { SW }<br>NW                | cloudy —fair                        | July 4 | 2 p. m.   | 76       | 30.06    | WSW     | light             | WNW                         | fair, with scuds fr WNW |
|         | 10      | 66       | 29.62    | WNW—W        | fresh             | w by S                      | fair                                |        | 6         | 72       | 30.06    | —NW     | ..                | ..                          | .. with scuds from NW   |
|         | 2 p. m. | 70       | 29.62    | WNW          | ..                | ..                          | ..                                  | "      | 10        | 68       | 30.10    | NW      | ..                | ..                          | ..                      |
|         | 6       | 64       | 29.71    | ..           | ..                | ..                          | ..                                  |        | 5 6 a. m. | 63       | 30.20    | NNW     | ..                | NW                          | ..                      |
|         | 10      | 60       | 29.75    | ..           | ..                | ..                          | cloudy                              |        | 10        | 72       | 30.24    | ..      | moderate          | { WSW }<br>NW               | ..                      |
| " 26    | 6 a. m. | 59       | 29.80    | NW—E         | light             | sw by N                     | rainy —rain                         |        | 2 p. m.   | 78       | 30.22    | NW—WNW  | ..                | NW                          | ..                      |
|         | 10      | 62       | 29.82    | E—WNW        | faint             | { sw by W }<br>WNW          | fair —cloudy                        |        | 6         | 75       | 30.20    | WSW     | ..                | ..                          | ..                      |
|         | 2 p. m. | 62       | 29.80    | N            | ..                | ..                          | cloudy —fair                        |        | 10        | 68       | 30.21    | ..      | ..                | ..                          | ..                      |
|         | 6       | 61       | 29.82    | ..           | ..                | ..                          | fair —fair                          | "      | 6 a. m.   | 63       | 30.23    | SW      | ..                | w by S                      | ..                      |
|         | 10      | 60       | 29.90    | ..           | ..                | ..                          | cloudy —fair                        |        | 10        | 72       | 30.25    | ..      | ..                | ..                          | ..                      |
| " 27    | 6 a. m. | 61       | 29.91    | w by S       | moderate          | WSW                         | fair                                |        | 2 p. m.   | 80       | 30.20    | S       | ..                | ..                          | ..                      |
|         | 10      | 66       | 29.98    | WNW          | ..                | ..                          | ..                                  |        | 6         | 76       | 30.16    | ..      | ..                | ..                          | ..                      |
|         | 2 p. m. | 70       | 30.03    | ..           | ..                | ..                          | ..                                  | "      | 10        | 70       | 30.10    | ..      | ..                | ..                          | cloudy —rain            |
|         | 6       | 66       | 30.05    | NW           | ..                | ..                          | ..                                  |        | 7 6 a. m. | 70       | 30.01    | WSW     | ..                | { W by S }<br>WNW           | —fair                   |
|         | 10      | 63       | 30.09    | ..           | ..                | ..                          | ..                                  |        | 10        | 77       | 30.02    | sw—SSW  | ..                | ..                          | ..                      |
| " 29    | 6 a. m. | 58       | 30.11    | NE           | faint             | ..                          | ..                                  |        | 2 p. m.   | 83       | 29.98    | .. by N | ..                | ..                          | —cloudy                 |
|         | 10      | 66       | 30.15    | WSW          | ..                | ..                          | ..                                  |        | 6         | 80       | 29.93    | ..      | ..                | ..                          | —fair                   |
|         | 2 p. m. | 75       | 30.10    | SSW          | light             | ..                          | cloudy —fair                        |        | 10        | 74       | 29.94    | ..      | light             | W                           | ..                      |
|         | 6       | 70       | 30.09    | S            | faint             | ..                          | ..                                  | "      | 8 6 a. m. | 70       | 29.90    | SW      | ..                | WSW                         | ..                      |
|         | 10      | 66       | 30.09    | ..           | ..                | ..                          | ..                                  |        | 10        | 73       | 29.90    | WSW     | moderate          | { W by S }<br>WSW           | ..                      |
| " 29    | 6 a. m. | 61       | 30.14    | N            | light             | WNW                         | ..                                  |        | 2 p. m.   | 87       | 20.84    | ..      | ..                | ..                          | .. (at 4 45             |
|         | 10      | 68       | 30.15    | NE           | ..                | ..                          | ..                                  |        | 6         | 82       | 29.80    | SW      | ..                | SW                          | —cloudy at 3—showr      |
|         | 2 p. m. | 73       | 30.14    | WSW          | ..                | ..                          | ..                                  |        | 10        | 77       | 29.79    | ..      | ..                | ..                          | cloudy                  |
|         | 6       | 72       | 30.11    | SW           | ..                | ..                          | ..                                  |        |           |          |          |         |                   |                             |                         |
| " 30    | 6 a. m. | 67       | 30.14    | ..           | ..                | ..                          | ..                                  |        |           |          |          |         |                   |                             |                         |
|         | 10      | 72       | 30.19    | ..           | ..                | ..                          | ..                                  |        |           |          |          |         |                   |                             |                         |
|         | 2 p. m. | 80       | 30.12    | S            | moderate          | ..                          | ..                                  |        |           |          |          |         |                   |                             |                         |
|         | 6       | 75       | 30.09    | ..           | ..                | ..                          | clear                               |        |           |          |          |         |                   |                             |                         |
|         | 10      | 70       | 30.08    | SW           | ..                | ..                          | ..                                  |        |           |          |          |         |                   |                             |                         |
| July 1  | 6 a. m. | 70       | 30.07    | ..           | ..                | ..                          | fair                                |        |           |          |          |         |                   |                             |                         |
|         | 10      | 78       | 30.05    | ..           | ..                | ..                          | ..                                  |        |           |          |          |         |                   |                             |                         |
|         | 2 p. m. | 85       | 30.01    | SSW—S        | ..                | ..                          | clear                               |        |           |          |          |         |                   |                             |                         |
|         | 6       | 81       | 29.98    | S—SSW        | light             | NNW                         | fair—haze strip at WNW              |        |           |          |          |         |                   |                             |                         |
|         | 10      | 78       | 30.00    | SSW          | moderate          | ..                          | clear                               |        |           |          |          |         |                   |                             |                         |
| " 2     | 6 a. m. | 72       | 29.96    | SW           | ..                | { WSW }<br>SW               | { cloudy, (low foggy<br>scuds)—fair |        |           |          |          |         |                   |                             |                         |
|         | 10      | 80       | 29.96    | ..           | ..                | ..                          | fair (bany at 5                     |        |           |          |          |         |                   |                             |                         |
|         | 2 p. m. | 86       | 29.80    | S            | ..                | ..                          | —heavy rain at Al                   |        |           |          |          |         |                   |                             |                         |
|         | 6       | 74       | 29.76    | S & variable | ..                | ..                          | —cloudy at west                     |        |           |          |          |         |                   |                             |                         |
|         | 10      | 73       | 29.84    | SW           | light             | WSW                         | cloudy—rain (rain at 8              |        |           |          |          |         |                   |                             |                         |
| " 3     | 6 a. m. | 68       | 29.88    | E            | ..                | SW                          | ..                                  |        |           |          |          |         |                   |                             |                         |
|         | 10      | 68       | 29.88    | NNE          | moderate          | { NE }<br>NE                | rain                                |        |           |          |          |         |                   |                             |                         |
|         | 2 p. m. | 66       | 29.87    | ..           | ..                | { N }<br>N                  | .. —cloudy                          |        |           |          |          |         |                   |                             |                         |
|         | 6       | 66       | 29.87    | WNW          | light             | { SW }<br>SW                | cloudy                              |        |           |          |          |         |                   |                             |                         |
|         | 10      | 65       | 29.90    | ..           | ..                | SW                          | fair                                |        |           |          |          |         |                   |                             |                         |
| " 4     | 6 a. m. | 62       | 29.96    | WSW          | ..                | WNW                         | .. with scuds fr WSW                |        |           |          |          |         |                   |                             |                         |
|         | 10      | 70       | 30.05    | ..           | ..                | ..                          | ..                                  |        |           |          |          |         |                   |                             |                         |

Average temperature of the week ending July 1st, 68°.17.

Do. do. do. 8th, 73°.03.

Arithmetical mean of the thermometer for the month of June, 66.58.

Maximum height of the barometer in June, 30.28 in.—Minimum, 29.62 in.—Range 0.66 in.

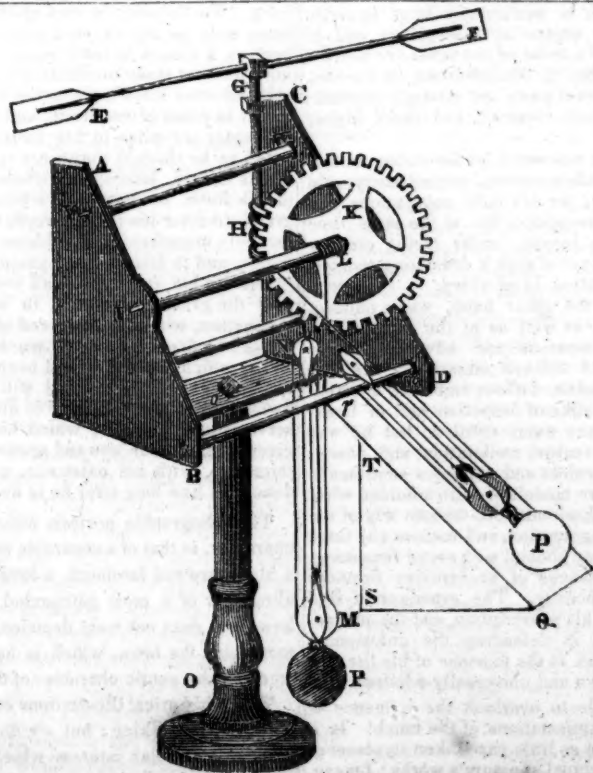
The observations of surface winds for June are as follow: From the North-Eastern quarter, including N. 15—from the South-Eastern, including E. 33—from the South-Western, including S. 45—and from the North-Western, including W. 47.

The observations of the highest current of clouds have been as follow: From the North-Eastern quarter, 0—from the South-Eastern, 1—from the South-Western, 40—and from the North-Western, 68.

The prevalence of North-Westerly winds, both at the surface and in the upper current, have been greater than has been observed in any month during the present year. An unusual quantity of rain for the month of June has also fallen.

On the 2d day of June, tornadoes, hail-storms, and thunder-storms, appeared at various places in different parts of the United States. In the states of Maryland and Pennsylvania the most violent of these appeared in the afternoon; in the state of New-York and in New-England, in the evening. On the night previous a heavy tornado occurred in Illinois. Since that period, storms of this character have occurred in a few instances, particularly on the 17th, when a most severe tornado passed over Delaware county.

The heavy rain which fell in this city on the evening of the 24th June was some hours later in its occurrence in the eastern parts of Long Island Sound, as appears by the reports of the Providence steamboats. During this rain the wind was from ESE, being a direction nearly opposite to the progress of the rain. Heavy rain also fell at Cincinnati on the 23d and on the morning of the 24th, which may have been connected with that which fell here on the night of the 24th.



A MACHINE IN WHICH ALL THE MECHANICAL POWERS ARE UNITED.—The preceding figure represents a machine in which all the simple mechanical powers are combined.

—It consists of a frame A B C D, fastened upon the stand O o by the nut o, and kept together by the pillars V W and B q. The piece E F is first fitted to the frame, having vanes, E F, which may be either moved by the wind, or by a cord fastened at F. This part represents the lever, whose fulcrum is G. A perpendicular axis G A is joined to this lever, and carries the endless screw H, which may be considered as a wedge. This endless screw works in the teeth of the wheel K, which is the wheel and axle; and when K is turned round, it winds upon the axle I L the cord L M, which, passing round the tackle of pulleys M N, raises the weight P. In order to include the inclined plane in this combination, we must add the plane R Q r q, and make it rest on the ground at Q R, and on the pillar B q at q r. When the weight P is placed on this plane, the power will be farther increased in the ratio of Q T to T S. The power gained by this combination will be found, by comparing the space described by the point F with the height through which the weight rises in any determinate number of revolutions of F.

"The contract for the bridge over the Potomac has at last been signed by the Secretary of the Treasury on the part of the government. It binds the contractors to make the bridge for \$1,150,000, equal to about one third of the sum which I have estimated it will cost. The contractors are of Pennsylvania." —[Jour. of Com.]



## NEW-YORK AMERICAN.

JULY 6, 8, 9, 10, 11, 12—1833.

## LITERARY NOTICES.

**THE WHIGS OF SCOTLAND, OR THE LAST OF THE STUARTS**—a historical Romance. 2 vols. J. & J. HARPER, N. Y.—This is the production, we presume, of an American—sprung from the race whose sufferings and heroism are the chief theme of its pages, and to whose descendants the work itself is dedicated. It is certainly indicative of very considerable talent, though not, as we should judge, of talent practised in this particular walk of literature. The incidents and plot are confused and inartificial—and dialogues abound too much. It is safer and easier generally to relate what it is desired to communicate, than to let the actors tell their own story, each in his appropriate character and language. The Scotch dialogue is too frequently introduced—not always naturally either—but rather as if the author were intent upon proving his legitimacy, as a Scots descendant, by his familiarity with the tongue of his sires. Notwithstanding these objections, this is a work which will be read and remembered, and which will dispel some of the attractions thrown around the character of Claverie, by the pen of Scott, and dissipate some of the prejudices derived from the same source against the uncourtly and austere Whigs.

**MEMORANDA OF A RESIDENCE AT THE COURT OF LONDON**, by RICHARD RUSH. 1 vol. 8vo. pp. 460. Philadelphia: CAREY, LEA & BLANCHARD.—Mr. Rush, as most of our readers know, was for eight years, from 1817 to 1825, the American Minister at the Court of St. James, and was then recalled to be made Secretary of the Treasury at home. His opportunities therefore were the very best; and the time he spent in England—an element more necessary in the formation of an accurate judgment of the English society and nation than of almost any other—sufficient to enable him to correct many of the errors and preconceived opinions with which Americans too frequently visit that country. Under these circumstances we need hardly add that Mr. Rush has made a most interesting book—in which, mingling an account of official negotiations with personal anecdote, and general views of the society he sees, he presents a very captivating view of England. We could have wished that he had continued his memoranda—for those now published scarcely extend beyond the first year of his residence. Perhaps he may yet do so; at any rate, we are sure the welcome which his countrymen will give to this volume will afford him a fair motive for continuing the subject. Of the style of the work, our readers cannot fail to have formed a favorable opinion from the extracts published by us some week or two ago, taken from the London Literary Gazette; and we have marked other extracts for future publication which will confirm this opinion. At present and for the present we dismiss this volume with commendations of the good style in which it has been got up by its Philadelphia publishers. A book, however interesting, becomes more readable in such type and on such paper as those of the volume before us.

**ANTHON'S NEW EDITION OF LEMPRIERE'S CLASSICAL DICTIONARY**: 2 vols. 8vo. N. Y. G. & C. & H. CARVILL.—This is a remarkable publication, and one which does great honor to the German industry, and German scholarship—and German in both these connexions means most elaborate and extensive—of the editor, the Jay Professor of Greek and Latin in Columbia College. It is in fact almost a new work, preserving the original form and general arrangement adopted by Lempriere, but enlarged to twice the original size, notwithstanding that much is omitted that was immaterial—such as mere names of individuals or places unconnected with any histo-

rical incident, or peculiar characteristic—in the work of Lempriere, and a good deal in descriptions of mythological personages and others, that should never have been printed in pages destined for the use of young persons. Indeed, these two bulky volumes may be said to furnish a complete Compend of Classical Antiquity—of the geography, the habits, the literature, and the commercial and economic usages of the people known under this general designation—as well as the personal narratives of all the distinguished individuals among them all, who have come down to the present times in the records of those so long past. All scholars, and all who desire to be so, will have frequent occasion to consult these pages, and to be grateful for the labor which has collected in them the results of researches, that few have either the ability or the industry to make. Nor must the publishers, who proposed to the editor to undertake this work pretty much upon his own terms, go without due commendation for their liberality, and for the accuracy with which the book is printed.—Altogether it is a scholarlike and most creditable publication.

**PHRENOLOGY IN CONNEXION WITH THE STUDY OF PHISIOGNOMY**; by J. G. SPURZHEIM; 1 vol. 8vo; Boston, MARSH, CAPON & LYON.—This is a curious and entertaining book, and to those who repose but little faith in the science of which it treats, will prove in more ways than one instructive. The illustrations of the study are chiefly drawn from celebrated characters, and much learning as well as judgment is displayed in making the application. We proceed at once to give an instance in passing, adding afterwards such remarks as occur to us. The following observations are accompanied with the portraits of the two celebrated characters of the French Revolution to which they refer:

**Danton and Malesherbes**.—It is much to be regretted, in a phrenological point of view, that many of the individuals who displayed great mental energies during the French revolution, are represented, in their portraits, either with perukes or long hair, which prevents their cerebral organization from being distinctly seen. The difference between the two heads represented in this plate is, however, conspicuous enough. In fig. I, Danton, the upper part of the forehead is flat, and the head generally is broad rather than high; it is particularly large laterally above the ears; the organs of benevolence and of veneration are small; those of the reflective powers but moderate. In fig. 2, Malesherbes, on the contrary, all these cerebral parts are strongly marked; the whole head is very elevated, and much higher than it is broad.

Now Danton was renowned for his strong animal feelings, for his audaciousness, impetuosity, and vehement elocution; for his bold conceptions, and violent means of execution; but at the same time his incapacity as a leader, under trying circumstances, as the director of such a desolating tempest as the French revolution, is admitted.

Malesherbes, on the other hand, was a philosopher, in private life as well as at the head of the government, in prosperous and adverse circumstances, in easy and difficult situations. He was devoid of all party spirit, without ambition, unostentatious, and the foe alike of despotism and of licentiousness, by whatever name entitled; but he was the friend of truth, reason, moderation, and peace; the admirer of benevolent and generous sentiments. His speeches are rare models of truth unfolded without any mixture of dissimulation, without any of the false coloring of exaggeration, and without any tinge of irreverence. They abound with sound reasoning, and shew frequent traces of unobtrusive firmness and of respectful sincerity. The grandeur of soul with which he bore his proscription, and the magnanimity he displayed in defending the unfortunate Louis XVI. of France, at the expense of his life, are facts generally known and universally admired.

How is it possible to overlook the influence of the brain on the manifestations of the mind! Is it not lamentable to see so little care taken to preserve specimens of the principal parts of nature's works; I mean, of the real cerebral configuration of those who excel or are eminent in any way?

"By using these means," observed our author, "more

will be done in advancing the knowledge of man, than has hitherto been effected by all the learned societies, and all the schools of philosophy that ever existed." One can credit this, and still think that no great advances will ever be made in that branch of knowledge, which, while all others have been progressive, we imagine pretty much in the same state as when Theophrastus wrote his characters three centuries before the Christian era.

The name of Oberlin, the excellent pastor of "Five Villages among the Voguesian Mountains," is familiar to our readers, as they may recollect having repeatedly within the last two years, met with some observations regarding him in these columns. Spurzheim's comments upon his head will be read with interest:—

**Fr. Oberlin, Pastor of Five Villages among the Voguesian Mountains**.—This is an extraordinary head, a form that a phrenologist loves to contemplate. There is little brain at the basis, whilst all the upper and front regions are unusually large. The posterior sinuipital portion being also in great proportion, independence of mind, steadiness and perseverance in every pursuit and undertaking, will be prominent features in the exalted moral and religious character indicated by the rest of the head. Self-esteem will here become dignity, benevolence and veneration be blended with, and made inseparable from wisdom. In a word, such a cerebral organization approaches in excellence the idea which phrenologists are apt to form of that of Jesus.

This model of christian piety found the inhabitants isolated in five different villages, poor, ignorant, agitated by heinous passions, and without the most necessary means of comfortable existence. But by laboring unremittently he, by degrees, succeeded in changing their wretched condition. He taught them to cultivate potatoes, flax, and such vegetables as succeeded best in light and sandy soils. He laid out a nursery, in order to supply the peasants with trees of various kinds, and showed them the advantages they would reap by attending to their cultivation. He gave instruction to the children himself, teaching the younger to read, write and calculate; while he lectured to the more advanced in age, upon the cultivation of fruit trees, the principles of agriculture, and the noxious and useful qualities of the plants which the country produced. He particularly accustomed them to order and cleanliness.

The good pastor, with his parishioners at his back, actually worked at the formation of convenient ways from one village to another, and of a good and ready communication with the great road leading to Strasburg. To this city he sent children to become artisans, such as tailors, shoe-makers, smiths and carpenters, a female to learn midwifery, and a promising youth to study medicine and surgery. He himself had some knowledge of the healing art, used the lancet in cases of necessity, and preserved the most necessary remedies in his house, which he distributed as he thought they were required. He devoted his talents, labors, and whole life to the welfare of his flock, he persuaded a benevolent family, Le-grand, to favor his philanthropic views, and to transfer their manufactory of ribbons from Basle to his parish, and to furnish employment to the people.

Besides his vast care of all worldly concerns, he paid the greatest attention to moral and religious instruction, which he enforced in the most effectual manner by deeds as well as words. He ended a law suit in which the parish had been involved for many years, and he brought good will and mutual love to dwell with his flock, instead of discord. He well deserves the title *father*, which his parishioners have given him. Their love and gratitude, surely will not terminate with his existence, and the good he has done will live long after he is dust.

The lithographic portrait which accompanies this character, is that of a venerable man of seventy, with a high furrowed forehead, a long flowing beard, and altogether of a most patriarchal aspect. The face, however, does not want decision, and one might almost think the brow, which is heavy, somewhat too stern for the gentle character of the other features.

These historical illustrations of Phrenology are of course very striking; but we do not think they possess the particular interest which attends the immediate application of its laws to obscure individuals by Spurzheim himself. Many instances of these are given in the biography of that individual by Mr. Co-



pen, which forms the first part of the work. Some of these relish not a little of the marvellous, as we will give our readers an opportunity of judging by making some further extracts from the work with additional comments, upon another occasion.

**OBSERVATIONS ON INSANITY**; by J. G. Spurzheim, M. D. with an Appendix, by A. Brigham, M. D. Boston, Marsh, Capin & Co.—There is hardly a study which possesses the interest like that of the intellectual phenomena attending a deranged state of the mind; and it is a branch of inquiry upon which, if we mistake not, Dr. Spurzheim is thought to have thrown more light than almost any modern investigator. The anatomical and physiological investigations incident to his favorite study of Phrenology, having given him unusual opportunity of observing the functions of the brain, and tracing the effects of disease upon its different parts, the result is before us in a work, whose acute observation, clear, methodical arrangement, and happy illustrations, will recommend it at least to the general reader, if not to the practitioner of medicine. The bases of his doctrines Dr. Spurzheim claims for himself and Gall as discoverers; but he does not hesitate to avail himself very liberally of the labors of others, of Dr. Rush's admirable work particularly, in enforcing and impressing them upon his readers.

Too much praise cannot be given to the publishers of this edition of Spurzheim's writings—(there is also another volume accompanying the two we have noticed, containing the answer of the great Phrenologist to objections made to his doctrines in Great Britain,) for the very handsome style in which they are printed and got up, though it is a matter of some regret that the edition had not been made uniform.

**EMMA**, a Novel, by Miss Austin; 2 vols.; CAREY, LEA & BLANCHARD.—As we repeatedly, before Mess. Carey & Lea commenced the republication of these old favorites of novel readers on the other side of the water, took occasion, when noticing newer works, to recommend Miss Austin's excellent novels for reprint, we recur with pleasure to each successive one that now comes before us. *Emma* in interest is decidedly inferior to the rest; but, though wanting in incident, and having neither any very striking scenes or characters to recommend it, it is still admirably written, and has that same truth to nature which distinguishes the other fictions of the same author. Unless it be Miss Edgeworth, we can call to mind no writer who could have made up so amusing a book from the every day characters and idle gossip of a country village. Still we cannot bring ourselves to like the admired heroine of this novel, and we rather think that Miss Austin failed in drawing the character of Emma, which is evidently a favorite with her, and which is meant for a very complete portrait. She is meant for a very sensible, well educated and high principled girl, but with a good deal of attraction about her; such a one as should have stopped Cælebs on his travels, before they were well begun. But she is in fact a cold, conceited pattern-woman, with just susceptibility enough to flirt with a stranger on a week's acquaintance, and find out that she is in love with a man, whom she had known all her life, when on the point of losing him. She is amiable, because her inclinations are studied by all around her; and those inclinations are generally reasonable, because her character wants the vivacity to prompt extravagance, and the best one can say about her is that she is natural. That is one of the thousands of her sex that Nature, Art & Co. manufacture to order, and exhibit at watering-places, and other matrimonial bazaars for all well-disposed gentlemen of a certain age in search of a wife. She is a very safe woman,—such, as if one had been betrothed in his cradle, he might perhaps compound for as a compa-

nion for life, but such as, in spite of all her beauty and accomplishments would never inspire half the passion that her weak but fond and pretty little companion "Harriet" might create in even the most sensible man. It's a shame, however, to quarrel with a woman who thus backs every word we are saying against her. "There is no charm equal to tenderness of heart," said Emma to herself. "There is nothing to be compared to it. Warmth and tenderness of heart, with an affectionate, open manner, will beat all the cleverness of head in the world for attraction." [So it will. Who likes an intellectual doll. It is but a little better than a complexional one.] "It is tenderness of heart which makes my sister so generally beloved. I have it not, but I know how to prize and respect it. Harriet is my superior in all the charm and felicity it gives," &c. &c. and more in the same strain; proving how completely the fair speaker sympathizes with us in our opinion of herself. This seems a narrow view of a book, to treat of a single character only; but we have spoken sufficiently of the work in general terms, and we must say a word or two about the conception, which Miss Austin has embodied in Emma.

To be brief it is time thrown away upon such heroines: they do very well in their way in real life—to make a Lady Byron or Donna Inez of—but they have no business in books, except among the supernumeraries. They are uninteresting, because you know how they will act under every possible circumstance or situation; and they are uninteresting, because they illustrate no principle in character or education.—There are two objects, we conceive, in delineating the heroine of a work of fiction, which should be ever kept in view. The one is to show the force of character over circumstances, and the other to prove the effect of education in modifying the natural disposition. There must be a struggle of some kind, an occasional conflict between principle and passion, to constitute a forcible moral lesson.

We subjoin a few specimens of Miss Austin's entertaining way of treating common place subjects:

A School—not a seminary, or an establishment, or any thing which professed in long sentences of refined nonsense, to combine liberal acquirements with elegant morality upon new principles and new systems—and where young ladies for enormous pay might be screwed out of health and into vanity—but a real, honest, old-fashioned Boarding-school, where a reasonable quantity of accomplishments were sold at a reasonable price, and where girls might be sent to be out of the way and scramble themselves into a little education, without any danger of coming back prodigies.

Just observation:—

The older a person grows, the more important it is that their manners should not be bad—the more glaring and disgusting any loudness, or coarseness, or awkwardness becomes. *What is passable in youth, is detestable in latter age.*

Touching community of feeling:—

"My poor dear Isabella," said he, fondly taking her hand, and interrupting, for a few moments, her busy labors for some one of her five children—"how long it is, how terribly long since you were here! And how tired you must be after your journey! You must go to bed early, my dear—and I recommend a little gruel to you before you go. You and I will have a nice basin of gruel together. *My dear Emma, suppose we all have a little gruel.*"

A fresh acquisition to village society:—

A week had not passed since Miss Hawkins's name was first mentioned in Highbury, before she was, by some means or other, discovered to have every recommendation of person and mind; to be handsome, elegant, highly accomplished, and perfectly amiable: and when Mr. Elton himself arrived to triumph in his happy prospects, and circulate the fame of her merits, there was very little more for him to do than to tell her Christian name, and say whose music she principally played.

Aspect of a country town:

While she was still hanging over muslins and changing her mind, Emma went to the door for amusement. Much could not be hoped from the

traffic of the busiest part of Highbury:—Mr. Perry walking hastily by, Mr. William Cox letting himself in at the office door, Mr. Cole's carriage horses returning from exercise, or a stray letter-boy on an obstinate mule, were the liveliest objects she could presume to expect; and when her eyes fell on the butcher with his tray, a tidy old woman travelling homewards from shop with her full basket, two cures quarreling over a dirty bone, and a string of dawdling children round the baker's little bow window, eyeing the gingerbread, she knew she had no reason to complain, and was amused enough; quite enough still to stand at the door. A mind lively and at ease can do with seeing nothing, and can see nothing that does not answer.

We are much in arrears in our notices of books received: but they shall have their turn.

## FOREIGN INTELLIGENCE.

The Caledonia from Liverpool brings London papers to the 1st June. The European accounts by her are quite pacific. The Belgian question is settled so far as that all hostilities are to cease, and every thing is to be restored to the footing before the quasi war—to await the decision of a final and definitive settlement to be negotiated under the auspices of Austria and Prussia. Thus has ended where it began, this absurd interference of Europe in what may in some sense be called a private quarrel between Holland and Belgium. Protocols without number, of five Powers, preceded the armed intervention of France and England; and after the useless shedding of much blood at Antwerp, the capture of many vessels at sea, the interruption of commerce by embargoes, Protocols under the sanction of *two*, instead of *five* Powers, are again to be resorted to.

In the East there is also peace, the Commander of the Faithful having yielded to the last demand of his rebel Egyptian vassal—for the cession of Adana—so that, until Russia is quite ready to consummate her plans of reducing the Porte itself to be her vassal, there will be tranquillity in that quarter.

In Belgium, there had been partial disturbances connected with political heats, and in the north of France, in the coal region about Valenciennes the colliers had turned out for wages we presume, and were to be suppressed according to invariable usage in France, whether under citizen, imperial, or Philippine sway,—by the bayonet.

The royal brothers of the house of Braganza are still in *statu quo*. Pedro besieged, but boasting,—and now possibly with more reason than heretofore—Miguel besieging by proxy, and meanwhile persecuting, incarcerating and executing here and there, unbelievers in his divine right.

In England, the storm of domestic strife is lowering. The manly tone of English thinking has, it is to be feared, been so far perverted, in a portion at least of the public mind, as to justify the Coroner's jury in their verdict in the case of Cully, the policeman. This verdict was indeed set aside by the Court, but the indication afforded by its approval any where, is one of disaster to England. The negro emancipation question was under discussion in the House of Commons; and the plans of the ministry, somewhat modified, but in no essential feature altered, would undoubtedly be carried. It is the voice of the people and of the government, against which the struggles of the West Indian interest will be powerless.

BERLIN, MAY 14.—The negotiations which have just been opened here upon the Belgo-Dutch question proceed with activity. Plenipotentiaries Extraordinary are expected here from Russia and Austria to take part in it. This diplomatic assembly may assume the character of a Congress to terminate a difference which may at any moment disturb the peace of Europe. It is not yet known whether England and France will send Ministers to it.

It seems that new fears are entertained respecting the maintenance of tranquillity in Poland. The Russian government has received information from Paris, that a conspiracy has been formed to make a fresh attempt at revolutionizing that country. It is



even said that letters have been intercepted, in which a plot has been discovered against the life of the Emperor Nicholas. This last report wants confirmation. The Emperor Nicholas has postponed his journey abroad, because the affairs of the East require his presence at St. Petersburg.

#### TURKEY.

PARIS MAY 28.—The Government have received dispatches from Constantinople, dated the 8th inst. from which it appears that the Sultan had, three days before, yielded to Ibrahim the contested territory of Adana. Lord Ponsonby, the British Ambassador, arrived at Constantinople on the first of May. Count Orloff, the Russian Ambassador Extraordinary and Commander-in-Chief of the Russian expedition, landed at Bujukdere on the evening of the 5th. The following is an act of Amnesty, dated May 6, granted by the Porte to all the authorities of Asia Minor, and establishes the cession made to Mehemet Ali and Ibrahim of the Pachalics of Syria and the Government of Adana:—

Order addressed to the Viziers, Mirimirans, Molahs, Cadis, Naibs, Muisellims, Vaivodes, Ayams, Notables, and other functionaries of the different parts of Anatolia.

The assurance of fidelity and devotedness given me at length by the Governor of Egypt, Mehemet Ali Pacha, and his son, Ibrahim, having been acceptable to me, I have granted them my imperial benevolence. The governments of Crete and Egypt have been confirmed to Mehemet Ali, and in compliance with his earnest desire, I have granted to him the departments of Damascus, Tripoli, Syria, Seyde, Safed, and Aleppo, the district of Jerusalem and Naploose, with the conducting of the Pilgrims, and the command of Djidda. His son, Ibrahim Pacha, has acquired a new title to the Cheik-al-Haram of Mecca and the district of Djidda; I have also acquiesced in his demand of the department of Adana, with the title of Mohassil. Following the equity, humanity, and clemency with which God has endowed me, I order all persons in authority in the different parts of Anatolia to refrain from pursuing the Notables and inhabitants, and to bury all past events in oblivion. You, on your part, will announce my generous intentions to all who are in authority under you; you will endeavour to assure the public mind on this subject, and you will endeavour to obtain prayers in favor of my august person from the people, whose welfare God has entrusted to my hands. It is in order to make you acquainted with these things that I have issued the present firman, in conformity with my hatti scheriff. You will, therefore, make known my sovereign will to all whom it may concern, and you will obtain their prayers in my favor. Be careful that you comply with it without molesting any person whomsoever, contrary to my supreme desires."

THE AMERICANS, BY AN AMERICAN IN LONDON, is the title of a volume recently published in London, of which the Spectator of that city thus speaks:

THE AMERICANS.—"Save us from our friends!" Mr. Colton might have spared himself all this trouble. This work is a foolish but elaborately lively volume about Mrs. Trollope and Captain Hall. All "scandal about Queen Elizabeth." The American in London ought to be above such dirty work as exploding the calumnies of poor Mrs. Trollope, and the not less antiquated *Quarterly Review*.

All that was required on this occasion had long since been done by the friends of America in England; and had it been left undone, a thousand such volumes of laborious gayety as this of Mr. Colton would have left the matter *re infecta*. He might simply have contented himself with the remarkable success of Mr. Stuart's work on the United States, joined to the reflection that the only charm of that book was its truth.

Parliamentary returns have been just printed of the number of American and British ships entered inwards into the port of Liverpool from New York from the first of January, 1832, which present the following statement:—American ships 68, tonnage 35403; British ships 23, tonnage 7178. There were imported into Liverpool last year from the United States 682,038 bales of cotton, of which number 375,567 bales were imported in American, and 206,471 bales in British ships.

A loan for the State of Alabama has recently been negotiated, to the amount of 3,500,000 dollars, bearing an interest at 5 per cent. from the 6th inst., a portion of which is about to be introduced into this market by Messrs. Thomas Wilson & Co., at the price of 96 per cent. One of the conditions of the contract is, that the loan shall not be paid off earlier than the year 1863. The price of 96 in London, at

the present rate of exchange between the two countries, is equivalent to about 104 in New York, which forms, therefore, the real rate at which the loan is taken. The dividends will be made payable either in London or in New York, at the option of the holders of the stock. Besides Alabama, several other States of the American Union, as New York, Pennsylvania, Louisiana, Mississippi, Ohio and Virginia, have separate debts, and, so far as the prices are any criterion which the shares in them bear in this country, they all enjoy a considerable share of credit.

Great excitement appears to prevail in the island of Jamaica in consequence of two duels. Mr. Beaumont, a member of Assembly, and an opposer of the violent acts of the friends of slavery, received two challenges—one from Mr. Stamp, whom he shot, the second from Major Gen. Robertson, whose fire he received, but declined returning, and the parties left the ground satisfied.

#### [From the Journal of Commerce.]

LATE AND IMPORTANT FROM MEXICO.—We are indebted to a friend for Vera Cruz papers to the 14th June inclusive, received by an arrival at N. Orleans. They bring intelligence of a formidable attempt to revolutionize the government, which so far succeeded that President Santa Anna was taken prisoner, though he afterwards effected his escape, and made good his retreat to Puebla, where he arrived on the night of the 12th-13th.

It appears that a revolutionary party was first organized at or near Morelia, 200 or 300 miles west of the capital, the object of which was to prevent encroachments upon the Catholic religion. Santa Anna took a body of troops and marched against them; but when arrived near the scene of the insurrection, they all mutinied under the direction of Gen. Arista, made Santa Anna prisoner, and put him in confinement.—He afterwards escaped to Puebla, as will be seen below. The result will be, from all we can gather, that Santa Anna will regain his authority.

#### SUMMARY.

HOLT'S HOTEL has another attraction added to it, which the following paragraph from the Gazette will explain:

Mr. Holt.—This enterprising individual, having for the last six months experienced in his mammoth house, all that he could wish by way of patronage, is now likely to realize his wishes in procuring a supply of pure water, not only for his own establishment, but for the lower part of the city. Late on Saturday afternoon, his drill, having passed through 510 feet of rock, the surface of which was 130 feet below the ground, (making a total depth of 640 feet) sunk suddenly into a depth of water of 2 feet.) If he proceeds no farther all his wishes and expectations will be satisfied. This news equals in importance to the citizens of New York anything which has been received from Europe by the Caledonia.

Col. Thayer arrived in this city yesterday from West Point, he comes to direct the construction of the fortifications for the defence of this harbour, involving an expenditure of rising \$1,200,000. The completion of these works will add to the many obligations the country already owes him for his long and successful direction of the useful institution, the superintendence of which he has just resigned.—[Boston Daily Advertiser.]

A party of 300 men, belonging to Andover, N. H. recently started out on a hunting excursion. They started seven bears, but succeeded in capturing one only, for the want, says the Concord Statesman—"of more men and better order."

The extraordinary number of 15 vessels were lost this spring in going to Quebec, from various ports in Great Britain. Of this number, 10 were sunk or lost in the ice, 3 went ashore, 1 was struck by a heavy sea, and sunk, and 1 was abandoned. The number of lives lost was 215.

COLONIZATION SOCIETY.—The sum of \$166 83 cts. was collected on Sunday morning in St. Thomas Church, for the benefit of the American Colonization Society, after an eloquent and appropriate discourse by the Rev. Dr. Hawks.

The Portland Advertiser, in noticing the arrival of Jack Downing in that city, represents him as a strange looking man, with big whiskers, full face, dark eyes, short legs, and a thick body. Major Downing informed the editor, there being so many about the country stealing his name, he only knew himself by a scar on the left arm.

Mr. Lucas Knapp, of the town of Austerlitz, has a team of dogs, with which he is in the habit of riding

out daily. The dogs are but about fourteen months old, and the last December, when the roads were bad, they traveled from the residence of Mr. K. (who is a cripple) to Winchester, Conn., a distance of sixty miles, in one day, drawing him in a small wagon which he has for that purpose. He returned by the same novel conveyance in the same space of time.—[Columbia Sentinel.]

#### [From the Washington Globe of Tuesday.]

We regret to learn from Arkansas, that the rains have brought upon that young and thriving Territory a devastation like that which marked the overflowing of the Ohio last year. The misfortune is, that danger does not subside with the floods. The great overflow of waters in this hot season of the year, brings, as a consequence, diseases as fatal to human existence, as the deluge itself to vegetable life. Pestilence and famine both now threaten the Territory.

Extract of a letter from Little Rock, Ark., dated June 19, 1833:

"I regret to inform you, that nearly all the settlements upon the Arkansas river have been destroyed by the freshet, and that much distress will be suffered in consequence, by our own citizens, as well as by the Quapaw Indians. The corn crops upon the river have been ruined, and vast bodies of improved lands have been entirely washed away. The mud and water will render all the riverlands which are left, unfit for cultivation for at least one year; and indeed I fear this Territory has sustained an injury, from which it will take several years to recover."

The steamboat Yellow Stone, Capt. A. G. Bennett, returned on Friday last from her voyage up the Missouri, with a rich cargo of skins of various kinds for the American Fur Company. The crew were all in fine health and spirits. The Yellow Stone ascended the Missouri to the mouth of the river from which she derives her name. We understand that the Assinaboin, the other boat belonging to the same company, proceeded still higher up, and will probably go to the head of steamboat navigation.—[St. Louis Republican.]

AMERICAN INSTITUTE.—We are requested to state that the sixth annual fair of the American Institute will be held in this city next October for three days, beginning on the 15th. Premiums will be awarded as usual, and articles intended to be entered for premiums should be delivered by the 14th of October.

Manufactory.—We are pleased at the feeling which is about to take hold of the citizens of this State in relation to manufactures. A steam engine has just been made in Pittsburgh for a cotton manufactory which is about to be put into operation in Greensborough. We are anxious to see it succeed, together with many others, not only of its kind, but also of divers other branches of home industry and enterprise. Manufactures will take a start here after a while, and then we shall hear less about robbery and oppressions for the benefit of the north.—Then we shall see some unprincipled politicians fall into their old track, and hear them assert that they were always favorable to manufactures. The country will soon find out the utility of manufactures, after they have seen their practical effects, and then know who were labouring for the best interests of the State.—[Salisbury N. C. Journal.]

The last number of the Courtland (Alabama) Herald contains an elaborate description of that town and vicinity, from which the following brilliant extract is taken:

"The pearly mountain stream Big NANCE, rapidly flows and encircles the town on two sides, the margins and commons of which afford the finest rural retreats imaginable amidst a thousand flowerets gay and songs of sporting birds arrayed in plumage fine as rainbow's tints."

Diamond cut Diamond.—A six-foot Vermonter lately entered a store on one of our principal wharves, in search of employment. He could do any kind of chore, he said, and boasted much of his strength. "Stout as you are," said the clerk, "I'll bet \$10 you cannot carry that bag of salt (pointing to a very large one) twice across this store and back again and never lay it down. The Yankee stood for a moment scratching his head and gazing at a rope with a hook at its end which dangled through a scuttle, and then accepted the wager. He shouldered the bag with the utmost ease, carried it twice backward and forward, and then hung it upon the hook aforesaid. "Mister," said he, "I guess I'll trouble you for that are ten. I didn't lay it down—I hung it up." The clerk, much to his dissatisfaction, handed over the money, and the Vermonter left the store, saying, "catch a weasel asleep! Not so bad a days work. Better than chopping logs!" etc.—[Boston Galaxy.]



**Lake Winnapiesagee.**—The first attempt to navigate this Lake by Steam, was made on the 4th inst. when it was crossed by the steamboat Belknap. New lines of stages have been established at each extremity of the Lake, and an active and valuable communication between the lower and upper part of New Hampshire, and a portion of Vermont is anticipated as the result.

**PENSACOLA, JUNE 20.**—*Loss of the Brig Ontario.*—The brig Ontario, Captain Whittlesey, of and from New York, bound to this port, with a cargo of lime for the fort at the mouth of our harbor, was discovered on the 10th inst. when about 140 miles from the land to be on fire. All efforts to save her were immediately made, but without success. She succeeded in reaching the land, and consequently no lives were lost. Her sails and a few small articles were saved. We understand the property was partly insured.

The stock of the new Whaling Company in Poughkeepsie was all subscribed during the opening of the books at that place on Monday last. The enterprise and capital of the towns on the Hudson are seeking a new source of investment and profit. Hudson led the van in this trade, with great success; and Newburgh and Poughkeepsie have followed the example promptly, and with an equal prospect of pursuing it to advantage. They have all our best wishes for an extended commerce in this as in other respects, and for prosperous returns.—[Albany Argus.]

**ARRIVAL OF THE BRANDYWINE.**—The U. S. frigate Brandywine, 44, Commodore JAMES RENSHAW, arrived at this port yesterday from the Mediterranean, one last from Maderia, in 37 days—officers and crew all well. The following is a list of the officers attached to the Brandywine: James Renshaw, Commander; Lieuts. J. L. Saunders, Alexr. Slidell, Chas. C. Turner, and Murray Mason; W. H. Norland, passed Midshipman; Bailey Washington, Surgeon; Geo. Clymer, Assistant do.; John B. Cutting, Acting Master; Thos. S. English, Capt. of Marines; F. A. Armistead, Lieut. do.; E. C. Canning, Schoolmaster. Midshipmen—R. P. Welsh, G. F. Emmons, W. F. Barr, C. F. McIntosh, R. A. Cassin, J. C. Fraham, John J. Thurston, W. Craney, D. M. Dougal, A. W. Brevort, J. Alden, John I. Williams, W. G. H. Robertson, J. L. Ring.—John Reynolds, Boatswain; Nathan B. Pele, Sailmaker; Chas. Boardman, Carpenter; Thos. Riley, Gunner; J. D. Gibson, Purser's Steward. *Passengers.*—Lieut. Saml. W. Le Compte, and A. G. D. Brown.

[From the Washington Globe of July 4, Extra.]

**THE PRESIDENT**, accompanied by the Vice President and Secretary of the Navy, his Private Secretary, and Col. Earl, arrived in this city at 10 o'clock this morning. After reaching Concord, he found that his strength would not enable him to undergo a repetition of the labors which the various engagements he had made, would require of him. And the effect of further exposure to the North-Eastern winds, it was feared, might prove permanently detrimental to his constitution, after his indisposition at Boston.—He was, therefore, under the necessity of giving up his journey, without going to Portland, in Maine, which he intended to have made the termination of his tour at the North.

The President left Concord, for Washington, on Monday, the 1st instant, after breakfast, and reached this city at 10 o'clock this morning, accomplishing a journey of 474 miles in three days. His strength has recruited considerably since his return. The ordinary fatigue of a journey in the stages, relieved by the repose obtained in the steamboats and railroad cars, was found light in comparison with the personal exertion necessary to sustain him throughout a succession of days, in exchanging salutations and greetings with the immense number of his fellow citizens who thronged to meet him. He would have found it impossible to have borne up so long under the fatigue, but for the inspiring animation imparted by the enthusiastic kindness of his countrymen.

**A Novel Case.**—Cheng and Yang, the Siamese twins, have been tried in Trumbull county, Ohio, for an assault and battery committed on an old and respectable citizen. The defendants plead guilty, and were each fined five dollars and cost. The case is stated in the Warren News Letter, of July 2.—It is strange that where the offending party is one, by an indissoluble and natural bond, that they should be severed in judgment. It is a new precedent.

**Rencontre.**—We have received a letter from a friend in Charlottesville, (Va.) giving the particulars of a very unpleasant and personal rencontre between W. C. Rives, of the U. S. Senate, and Thomas W. Gilmer, of the House of Delegates, which occurred at that place on the 1st. The matter will probably

be made the subject of publication by both parties; but we abstain from saying more at present, than that Mr. R. accused Mr. G. of some insincerity, which the latter repelled—that upon their meeting, one attempted to thrust his hand in the other's face, which was repelled by the use of a horsewhip, &c. The Court being in session they were immediately summoned before it, and both bound over to keep the peace in the sum of a thousand dollars.—[Alexandria Gazette.]

**TORNADO AT ST. LOUIS, (Mo.)**—A letter of Friday, 29th ult., furnishes the following account of a remarkable hurricane in St. Louis:—"Last evening about 9 o'clock, we were treated to a regular hurricane, passing through town diagonally. The rear chimnies, parapets, fire walls, &c., of almost every store on the north of Main street, and the front work of those on the South side, are demolished. On the hill some 20 or 30 houses are laid low, others are unroofed, and with both gable ends blown out. In many instances whole sides are gone; trees are uprooted; steamboats driven from their moorings with loss of upper works. Our store is the centre tenelement of a building of three stories, divided by high fire walls, and covered with lead. All this is swept off. Masses of lead, weighing at least 200 lbs., were stripped from it, and lodged on buildings over the way. By being on the spot we have avoided damage, although our roof is a complete riddle. Only one life, as yet, is known to be lost."

**THE CHOLERA IN CUBA** appears, according to accounts in the Journal of Commerce of Wednesday—evidently however, written under great excitement—to be still very fatal, having spread far and wide among the plantations, and carrying off the slaves by hundreds. In the cities it had disappeared, at least as an epidemic.

**MR. WEBSTER** arrived at Pittsburg on the evening of the 4th. The members of the bar of that city had a previous meeting, at which they resolved to wait in a body upon that distinguished American Statesman and Jurist.

The territory of Arkansas contains a population of about 41,000.

On the 1st July, between 4 and 5 P. M. in lat 32 1.2, long. 77, a bird known by the name of a Booby, flew on board the brig Evelina, arrived recently from New Orleans. It had attached to its neck a piece of leather containing the following words:—"Cape Florida bearing W. S. W., distant 20 miles, I Booby took my departure from the ship Plato, Colligan, master, from New Orleans bound to Havre, 11 ds out, all well. Passengers, Dr. Rigaud, lady, 2 children and servant.—July 1st, 1833." On the reverse side was inscribed—"Mrs. Colligan is well and hearty."—Allowing the above to have been dated correctly the bird must have travelled nearly 400 miles in 8 or 9 hours.—[Cour. & Enq.]

**NEW HAVRE PACKET.**—The ship launched on Saturday and intended as one of the second line of Havre packets, is named, in complement to the city, "Utica." The Mayor and Council of that city having been invited to be present at the launch, were represented by a deputation consisting of Aldermen Mann, Miller, Hart and Griswold. These gentlemen were launched in the ship—Alderman Griswold doing the honors of the "christening."

In the afternoon the deputation met the owners at Niblo's Hotel, when Alderman Mann presented for the use of the ship, an elegant suit of colors, in remarking to Capt. Depeyster that,

"In the name and behalf of the citizens of Utica, permit us to present to you a suit of colors for the use of the splendid packet ship to which has been given the name of their city, and to tender to you and the owners their thanks for the compliment which has been paid them. The model of elegance of the Utica displays the great perfection of Naval Architecture, and her spacious accommodations and costly constructions evidence the liberal and enlarged spirit of enterprise for which the citizens of this commercial emporium have been long pre-eminently distinguished.

"Accept, sir, the best wishes of the body we represent, that the "Utica" may perform many prosperous voyages, and return laden with the wealth of foreign climes as a reward to her enterprising owners for the efforts they are making to advance the commercial prosperity of our country."

Captain Depeyster and the owners could not but be gratified by the attention that had been paid to them by so respectable a body—the more gratified that it was unexpected, and he replied to the address of Alderman Mann,—that

"The colors would, as the gift of the patriotic citizens of an enterprising and flourishing city in the bosom of our great State, be ever regarded by him

and by his crew, as incentives to zeal in their profession and badges of attachment to the Constitution and of fidelity to the Union. As the representative of the Corporation of the city of Utica, I tender to you and it my sincere thanks and that of the owners, for these emblems of commercial enterprise and of national honor, trusting that wherever the "Utica" may proudly bear them, they may trace a progress as prosperous as has been the onward march to wealth and to greatness of the city of her name.

After the presentation, the company partook of a dinner prepared in Mr. Niblo's best style. Ald'n Mann of Utica, presiding, and his honor the Mayor of this city acting as Vice President.

[From the Boston Centinel of yesterday.]

**THE SEA SERPENT.**—A party of 80 to 100 ladies and gentlemen embarked yesterday morning in the Steamer Connecticut, for the purpose of taking an excursion in the lower harbor, with the expectation of getting a view of His Serpentine Majesty. About 12 o'clock, when the steam boat was half way between Nahant and the Graves, the monster was seen approaching. A number of gentlemen took the small boat and made directly for it, but unfortunately did not run upon the animal as was intended, owing to a little mismanagement in rowing. The Serpent came within an oar's length of the boat, and without appearing at all alarmed or uneasy, took a slight curve towards the steamboat, passed under her stern within fifty or sixty feet, and then disappeared. We understand it was the opinion of those in the small boat that he might easily have been struck, but unfortunately there was no harpoon on board. At this time his motion was not undulating as has sometimes been stated, but rather like the movement of an eel or common water snake. It has been reported that there have been three or more of these strange creatures seen lately, one of which is supposed to be 150 feet long. The one seen yesterday, was from 60 to 70 feet in length. We would recommend some of our sporting friends who are skilled in the management of a whale boat, and use of the harpoon, to make an attempt upon the liberty of this marine monster, and there is but little doubt he might be taken.

The foregoing account is furnished by a gentleman who was one of the passengers, and had a good opportunity to see the serpent from the small boat, and whose certificate is annexed. This statement in its material bearings is also corroborated by several other gentlemen with whom we have conversed, who were on board the steamer. The excursion of yesterday, has afforded a much better opportunity of seeing this strange animal, than has occurred for years, and it is not inconsistent with the whole tenor of the statements that have been made at different times by great numbers of persons for the last fifteen years, since a monster of this description was first announced in our waters, it is admitted on all hands that the appearance of a marine animal of this description, would be still more extraordinary, if so many witnesses should be so grossly deceived, as would be the case, if no such animal had appeared. One or the other of these extraordinary difficulties is presented for the belief of the public, and we are of opinion that it would not require so great a stretch of credulity to believe in the existence of such an enormous Sea Serpent, as to believe that so many persons could be so greatly deceived. We learn that a gentleman fired at him with a musket from the Steamer, but without effect. The shot was given before he had approached so near the Steamer as he did a few minutes afterwards. The first thing that attracted the attention of those who were in the Steamer, was a peculiar appearance in the water at a distance, supposed to be occasioned by a shoal of small fish that he was apparently pursuing. Three distinct appearances of this kind were observed at the same time afar off, and the Steamer made for one of them, in pursuit of which the serpent appeared to be. It is therefore inferred by some of the passengers that there are three of the strange animals, as has been before stated.

We the undersigned, passengers on board the steamboat Connecticut, do hereby testify that we were in the small boat which put off from the steamboat, and approached within ten feet of a Sea Monster, which passed under our bow at a very rapid rate.—As near as we can judge from the view we had of him, his head resembled that of a pickerel. His head only appeared on the surface; as to the length of it, it is impossible to determine. The motion was not like that of the porpoise, but resembled that of a common snake.

Benj. H. Norton, Jas. W. Hale, Wm. Tewksbury, Jr. Sam'l. S. Williams, Geo. W. Proctor, Passengers.

Thomas Purcell, James Gahagan, Oarsmen.



**INTERESTING TO WHALEMEN.**—The Daily Advertiser of Wednesday has a communication in relation to the new colony of Floriana, recently established on one of the Gallipagos Islands, on the Western coast of Peru, which contains interesting information for Whalers in the Pacific Ocean. The Gallipagos are laid down on the equator, between 82 and 92 degrees West Longitude, about 200 miles from the coast of Peru.

"This Island, which is known in the chart by the name of Charles Island, has been given by the Government of the Ecuador, to a company composed of five persons, Messrs. Joseph Villasmil, Ignacio Hernandez, Juan Garces, Joaquin Villasmil, and Lorenzo Bark.

On the 21st of January 1832, Ignacio Hernandez, Joaquin Villasmil, and Lorenzo Bark, sailed for Guayaquil, to take possession of and deliver the Island to the Commissioners of the Company, Villasmil and Bark, Hernandez being fully authorized by Government to that effect. Bark remained on the Island with the first settlers. Since then, others have been sent, and by this time there are on the Island 70 married men, and about 200 persons in all. Small plantations, producing every vegetable needed by whalers, are getting up; and ere long they will find water and wood on the sea shore. With these great advantages, there is no doubt the Island will be the rendezvous of most of the whale ships in the Pacific, and must flourish rapidly.

The ships will be subject to no charges of any kind, and on the contrary every means will be employed to facilitate their views, and combine their interests with those of the inhabitants.

We have these particulars from respectable persons acquainted with Mr. Joseph Villasmil, of New Orleans, Director of the Enterprise, and Governor of the Island; and we have no belief that he will ever deviate from the line of conduct he has traced for himself; the only one which, he is perfectly aware, can insure the progress of the settlement, and his own personal reputation, so highly compromised in so delicate an enterprise. Mr. Villasmil is an American, who, though he has resided in a foreign country for many years, entertains the strongest affection for his own, (the United States,) and has gained, by great services rendered to the cause of Independence of South America, and a spotless conduct, that of the country where he resided. He is of a mild disposition, very polite without affectation, and there is no doubt that the settlement, under his patronage, will be a great resort for our whale ships. He is a man of middle age, understands different languages, and the necessary solid information to carry his project to a happy and honourable conclusion. Pecuniary compensations are beneath his sentiments; he aspires at others more flattering than gold, and will in all probability obtain them."

**Delaware and Hudson Canal.**—The Kingston Sentinel states that the shipment of coal on the Hudson and Delaware canal is brisker than ever, and that 54 vessels departed from the Rondout, all loaded with coal during the week ending 22d ult. These vessels were chiefly from the Eastern ports. The whole number of boats which arrived at tide water, Eddyville, from the 15th to the 22d of June was 308, of which 226 were coal boats, with 6,341 tons of coal. Cleared during the same week, 260 boats.

The Honesdale Inquirer describes a new style of fishing, which was first tried during the late freshet. As a raft pitched over a dam across the Lackawaxen, below that borough, the forward end, as is usual, ploughed under water, and when it arose and the water drained off, about twenty-five suckers were seen flouncing on the timber, and were easily secured.

Clouds of locusts have lately made their appearance in Arkansas. In the forests, their course is marked, by the wilted and fallow leaves of the young and tender branches which have been perforated by them for the deposit of their eggs.

**Insurance.**—The Supreme Judicial Court in session in this city, on Wednesday last, decided in the case of William Eager vs. the Atlas Insurance Company, that in the adjustment of Insurance losses, the old materials, when any remain, should be deducted from the aggregate of loss, that is, before one third new for old is deducted, thereby confirming their decision in the case of Brooks vs. the Oriental Insurance Company in Essex, and conforming to the law and the practice which has for many years obtained in New York.

The effect of this rule is to give the insured one third of the old materials, or in other words, not to deduct from so much as is found to be the value of

the old materials applied to the repairs of the vessel one third as for new, as has been the operation of the practice.—[Boston Daily Adv.]

**The Weevil.**—The Ballston Spa Gazette mentions that the weevil has commenced his destructive operations on the wheat in that county—and that in some wheat fields of 60 acres, where there was every promise of an abundant yield—there will not be sufficient to pay the farmer for harvesting. It is said, that by sowing lime on the heads of wheat when the dew is on, will drive the weevil from the fields.

**Distressing Case.**—Saturday's report of the season 'down East,' is confirmed to-day by a letter from Thomastown, Me., in which the writer says:—"It has rained almost incessantly for six weeks. I am afraid we shall not raise a single radish,—that troubles me very much."—[Boston Mer. Journal.]

**QUEBEC, JUNE 28.**—A new instance of American enterprise and industry occurred here this week. A Mr. Baird, of the State of Maine, who has a patent for bee-hives and who keeps a great number of bees, and of course trades in them, arrived in Quebec with hives, which he sold to the amount of between 2 and 300 dollars cash. He had brought some during the winter, in his boxes or hives, in a torpid state, and found a good sale; but it seemed more difficult to remove them in the summer season; their busy and active period. Mr. Baird, however, travelled during the night, and set his bees out during the day to feed and continue their work, which they did with their usual activity and regularity. He was about twelve nights on the journey, by the Kennebec road, and brought the whole of his hives to Quebec in good condition without loss.

**Great Speed.**—On Tuesday morning last, the steamboat Robert Morris made the trip from this city to New Castle in two hours and a quarter. The distance is forty miles. The same boat came hither yesterday from New Castle in the same time. This was done without any particular effort.—[Philadelphia paper.]

#### MISCELLANY.

**THE HOSPICE OF ST. BERNARD.**—Our readers will be interested, we are sure, in the communication published to day relative to an American benefaction to this ancient and solitary station—the discovery, by an American traveller, one of our fellow-citizens, of anthracite coal, in the vicinity of this monastery, and the subsequent transmission, from home, of one of Nott's Stores, in which to consume it, have been the means, it will be perceived, by the letters of the Senior Resident, Barras, of securing the blessing of abundant warmth to the pious brotherhood who pass their lives amid eternal snows, for the cause of pious humanity.

[COMMUNICATED FOR THE NEW-YORK AMERICAN.]  
The Hospice of the Great St. Bernard is among the choicest spots of interest to the European traveller. The unpaid labors of the good monks and their co-workers, the noble dogs of the hospital, are familiar to all those who take pleasure in the records of deeds of benevolence. It is pleasing to learn by recent advices from that dreary region, that these pure hearted devotees, to whom humanity itself stands debtor, are likely to enjoy henceforth a little more of human comfort than they have heretofore done, and, what adds to our pleasure, that it will be through the instrumentality of our own fellow citizens. A few circumstances of their condition will make what we allude to better understood. This Hospice occupies, as is well known, the most elevated practicable pass of "the High Alps," where, at an elevation of 8000 feet from the level of the sea, has been constructed amid precipices of rock and ice, a rough bridge pass for the convenience of travellers, connecting the Pays de Vaud with Savoy and the neighboring parts of Italy. In this gorge stands the Hospice of St. Bernard, on the edge of a frozen lake, the highest inhabited spot in Europe, and a great deal too high, as all visitors will testify, for human endurance—unless supported as these good fathers are, and have been for these six hundred years, by the united enthusiasm of religion and benevolence. To give warmth to this frozen mansion, situate amid eternal ice and snow, and in a temperature which often falls to the zero of Fahrenheit even in summer, would seem to be "a sine qua non" of residence in it, and yet, from the expense of fuel, is utterly beyond the scanty and precarious means of the estab-

lishment,—all the fuel hitherto consumed by them, consisting of small faggots of wood, brought up on the backs of mules, over a broken, rocky ascent of 25 miles from the valley below. The result has been, that the whole supply of their fuel, beyond what was needed for cooking, has been reserved to warm their shivering or frozen guests, in the "travellers' rooms," while they themselves have been content to pass their lives in a freezing temperature within doors as well as without, between naked stone walls, on bare stone floors, without curtains, carpets or fire. Such have been their comforts. It is pleasing now to contemplate a warmer picture.

In the summer of 1830 a traveller from our city, during a short abode at the Hospice, whose friendly walls received him and his family just in time to save them from one of their perilous snow storms, had the good fortune to light on the discovery that among the mineral products of the adjoining height was an anthracite coal, though of very inferior quality. Having no means of burning such an incombustible fuel, this discovery led to immediate directions for the erection of a grate for that purpose, but, as it proved, with partial success; and subsequently, on his return, to the remitting to them better plans and models, and eventually, through the liberality of a few to whom the story was told, to the transportation to the Hospice itself of one of Dr. Nott's admirable stoves of a large size, with all things appertaining to its immediate use. The following extracts of letters from the Hospice relate to the progress of the experiment, and conclude with the most satisfactory statement of its complete success, and that "the joy of the brethren knows no boundary."

ST. BERNARD, JULY 19, 1831.

**Dear Sir:**—I often think of your short visit to our abode, and of the good instructions you gave us on the method of burning Anthracite. We continue the experiments, and we intend to put up grates soon.

BARRAS, Chan. Reg.

ST. BERNARD, 5TH SEPTEMBER, 1831.

**Sir:**—I scarcely know how to thank you, dear Sir, for the kind and obliging letter with which you have honored us, accompanied by valuable descriptions and models of grates, that will be of the greatest use to us: I beg you to accept our sincere thanks for them. According to the instructions you gave us a year ago, I had a grate put up in the parlour chimney; it has succeeded well; there are, however, still some improvements to be made after your model, and, thanks to you, we hope to succeed in it entirely.

A few days after your departure from our Hospice a year ago, I was in great danger of being lost in a tempest on our mountain. Three persons perished at a short distance from me. God was graciously pleased to prolong my days; I ought to be very grateful to Him, and endeavor to live for His service.

Your very obedient servant,

BARRAS, Chan. Reg.

ST. BERNARD, FEBRUARY 20th, 1833.

**Much Honored Sir:**—The Hospice of St. Bernard will always preserve a lively remembrance of the interest which you take in its prosperity. I assure you, and I beg you also to assure your friends, that there is no member of our congregation, who is not very grateful for the benefits which our Hospice has received, and is yet to receive, by your generous offer of a furnace to burn Anthracite: it will be very valuable to us, by enabling us to warm the house economically, and will be a great relief to suffering beings, for the distance of five leagues (25 miles) from the woods, their scarcity, and the difficulty of transportation, obliged us to practice the strictest economy. The Anthracite, as you know, is so near, that it can be transported without expense—but we were in want of the means of making it burn. This furnace, then, will be a monument which will perpetuate the generosity and the devotion of our friends in America, to the poor travellers across the "High Alps," by the great St. Bernard. Gratitude will owe these benefits to that pious sentiment, which so deeply interests the friends of humanity in the unfortunate.

Your humble servant,

BARRAS, Chan. Reg.

ST. BERNARD, APRIL 26, 1833.

**Sir:**—The experiment made by Mr. Saynisch, on the burning of the Anthracite in the furnace that you had the kindness to send to us, was crowned with the most complete success. We have now only to thank you, and beg you to be the interpreter of our sentiments of deep gratitude, to the generous benefactors who have united with you in kindness to us.

Your very humble servant,

BARRAS, Chan. Reg.

The following is an extract from the gentleman above alluded to, a scientific traveller and friend, who was fortunately at the Hospice on its arrival.



Hospice St. Bernard, 26th April, 1833.

My dear sir—It is with the greatest gratification and pleasure that I can communicate to you the fulfilment of your wishes to erect the stove which you had the kindness to send to the St. Bernard. In this time of the year, when the snow reaches Lydde, 4 miles below St. Pierre, it was with the utmost difficulty for me to bring it up. Till Lydde, it was brought on wagon; from there I took six men, who brought it in pieces to the summit. The construction was very difficult, because several pieces were broken when I opened the case. \* \* \* Notwithstanding all this I succeeded to burn the coal, which is more a plum-bago than anthracite. Since yesterday the stove is in full operation, and the joy of the brethren has no boundary. They remember you and your dear family with the greatest gratitude. To-morrow I shall go down with the Maronier and the dogs, because the weather is very stormy, and the snow enormous. Your most obedient servant,

L. SAYNISCH.

P. S. I hope you will excuse my good English, my Dictionary is 6000 feet below.

Account, rendered to those concerned, of money received and expended.

| Cr.                       | Dr.  |
|---------------------------|--|
| Ed. Laight, Esq. \$10     | Bill of stove, \$25                            |
| W. Moore, 10              | Remitted to Martigny, 10                       |
| Fred. Prime, 10           | to pay the expense of getting up mountain, 10  |
| Miss Douglass, 10         | Transport from Havre to Martigny, per bill, 23 |
| J. McVickar, (balance) 18 | De la Roche, &c. 23                            |
| \$58                      | \$58   |

The thanks of the Monks of the Hospice are hereby presented to the above named gentlemen, and also to Messrs Nott & Co. who liberally put their stove at cost price; Messrs Bolton, Fox, & Livingston, in whose vessel it went freight free to Havre; and to Messrs. DeRham, Iseslin & Moore, who kindly undertook the charge of its safe remission to Martigny.

[From the New Monthly Magazine.]  
THE DEATH OF HOFER.

"Florence, Jan. 20.

"DEAR LADY—:

"Do not you already begin to repent that you commanded me to write to you on my return to Italy? I passed two entire months in Germany, and like the people. Of the country you know as much as I do—people who paid more attention to it have described it better than I could. In passing I saw Waterloo—an ugly game, played badly both by loser and winner. At Innsbruck I entered the church in which Andreas Hofer is buried. He lies under a plain slab, on the left, near the door. I admired the magnificent tomb of bronze, in the centre, surrounded by heroes, real and imaginary. They did not fight tens against thousands—they did not fight for wives and children, but for lands and plunder—therefore they are heroes! My admiration of these works of art was soon satisfied,—which, perhaps, it would not have been in any other place. Snow, mixed with rain, was falling, and was blown by the wind upon the tomb of Hofer. I thought how often he had taken advantage of such weather for his attacks against the enemies of his country, and I seemed to hear his whistle in the wind. At the little village of Landro—I feel a whimsical satisfaction in the likeness of the name to mine)—the innkeeper was the friend of this truly great man—the only great man that Europe has produced in our days, excepting his true compeer Kosciuszko. By the order of Bonaparte, the companions of Hofer, eighty in number, were chained, thumb-screwed, and taken out of prison in couples, to see him shot. He had about him one thousand florins, in paper currency, which he delivered to his confessor, requesting him to divide it impartially among his unfortunate countrymen. The confessor, an Italian, who spoke German, kept it, and never gave relief from it to any of them,—most of whom were suffering, not only from privation of wholesome air, to which, among other privations, they never had been accustomed, but also from scantiness of nourishment and clothing. Even in Mantua, where, as in the rest of Italy, sympathy is both weak and silent, the lowest of the people were indignant at the sight of so brave a defender of his country led into the public square to expiate a crime unheard of for many centuries in their nation. When they saw him walk forth, with unaltered countenance and firm step before them—when, stooping on the ground which was about to receive his blood, they heard him, with unfaltering voice, commend his soul and his country to the Creator,—and, as if still under his own roof, a custom

with him after the evening prayer, implore a blessing for his boys and little daughter, and for the mother who had reared them up carefully and tenderly thus far through the perils of childhood,—finally, when in a lower tone, but earnestly and emphatically, he besought pardon from the Fount of Mercy for her brother, his betrayer,—many smote their breasts aloud; many, thinking that sorrow was shameful, lowered their heads and wept; many, knowing that it was dangerous, yet wept too. The people remained upon the spot an unusual time; and the French, fearing some commotion, pretended to have received an order from Bonaparte for the mitigation of the sentence, and publicly announced it. Among his many falsehoods, any one of which would have excluded him forever from the society of men of honor, this is perhaps the basest; as, indeed, of all his atrocities, the death of Hofer, which he had ordered long before, and appointed the time and circumstances, in, of all his actions, that which the brave and virtuous will reprobate the most severely. He was urged by no necessity—he was prompted by no policy: his impatience of courage in an enemy, his hatred of patriotism and integrity in all, of which he had no idea himself, and saw no image in those about him, outstripped his blind passion for fame, and left him nothing but power and celebrity.

Believe me, dear Lady —, your very obliged and obedient servant,  
WALTER S. LANDOR.

[From the Cherokee Phoenix.]

Murder of Christian Indians on the Muskingum.—A little more than half a century ago, there was at Gnadenhutzen, on the Muskingum, a settlement of Christian Moravian Indians, who took no part in the prevailing wars, and were so peaceable they

"Lived unknown  
Till persecution dragged them into fame  
And chased them up to heaven."

Many persons who adopted the sentiments long before advanced in a sermon, by a worthy clergyman of Boston, that the Indians were Canaanites and should be completely exterminated, were indignant because the Governor of Pittsburgh had released several friendly Indians that had been unjustly imprisoned. One hundred and sixty met at Wheeling and Buffalo and proceeded to Gnadenhutzen with more than the malice of Satan when he entered Eden. Upon their arrival they professed much sympathy and friendship for the unsuspecting Indians whom they said, they had come to escort to Pittsburgh where they should be protected from their enemies. They possessed themselves of their guns and hatchets, which they promised to return at Pittsburgh. In this the brethren acquiesced and thought they saw in it the protecting hand of God.

A number of the strangers expressing a desire to see Salem another christian settlement, they were accompanied by some of the brethren. There also, they professed much friendship and easily prevailed upon the Indians to return with them. On the way they entered into much spiritual conversation, for they pretended to be very religious. Suddenly they were seized, bound, and deprived of even their pocket knives, and when they arrived at Gnadenhutzen, they found brethren there in the same condition. The murderers then held a council to determine how they should put them to death. Some wished to burn them alive, but it was resolved to scalp them; and a messenger was sent to tell them that as they were christian Indians they might prepare themselves in a christian manner, for they must all die the very next day. In vain they appealed to God for their innocence. It was enough that they were Indians. Their doom was irrevocably fixed. Neither bloodless hands—nor sincere hearts—nor father's entreaty, nor mother's tears, nor the inoffensiveness of infancy moved the hearts of those determined to do the work of death.

The last night these pious natives spent on earth, was employed in praying, and encouraging each other to remain faithful unto the end; and in confessions, and expressions of forgiveness and love.

When the morning arrived the murderers expressed great impatience to commence the work of carnage. The brethren declared they "were ready to die, having commended their immortal souls to God who had given them divine assurance in their hearts that they should be with him forever."

Immediately after this the defenceless victims were bound two and two together with ropes, and led into two houses which their murderers had prepared and denominated slaughter houses, and there scalped and pierced with swords so that the blood flowed in streams into the cellars. Thus sixty-two adults, and thirty-four children were butchered, in cold blood. Only two escaped, one having been scalped lay

an on; the corpses as dead, till the murderers returned, the other being concealed in the cellar of one of the slaughter houses.

How often do parents fill the minds of their children with recital of murders committed by Indians, thus creating toward that unfortunate and much injured people an aversion as lasting as life. Let such think of Muskingum and be silent. While we tell of their cruelties, they can tell more deeds of one that much better befit a Turk than those who profess to have "drunk the sigh of Calvary."

Great Skill in Musketry.—We were conversing with an acquaintance from the back woods, some time since, who appeared to be much elated with his exploits as a sportsman. After listening patiently to several stories of considerable magnitude, which he related with some goit, we inquired whether he ever happened to shoot a wild turkey? "Why not exactly," said Jonathan, very gravely, "not exactly: but father and I felled a tree across the track of one only week afore last!"

## POETRY.

### A VOICE FROM MOUNT AUBURN—THE NEW CEMETERY NEAR BOSTON.

BY MISS GOULD.

A voice from Mount Auburn! a voice!—and it said:  
"Ye have chosen me out as a home for your dead;  
From the bustle of life to have rendered me free;  
My earth ye have hallowed—henceforth I shall be  
A garden of graves, where your loved ones shall rest;  
O, who will be the first to repose on my breast?  
"I now must be peopled from life's busy sphere;  
Ye may roam, but the end of your journey is here.  
I shall call! I shall call! and the many will come  
From the heart of your crowds to so peaceful a home.  
The great and the good, and the young and the old,  
In death's dreamless slumbers, my mansions will hold.  
"To me shall the child his loved parent resign;  
And, mother, the babe at thy breast must be mine!  
The brother and sister for me are to part,  
And the lover to break from each tie of the heart.  
I shall rival the bridegroom, and take from his side,  
To sleep in my bosom, his beautiful bride.  
"And sweetly secure from all pain they shall lie  
Where the dews gently fall, and the streams ripple by,  
While the birds sing their hymns amid air-harps that sound  
Thro' the boughs of the forest trees whispering around,  
And flowers bright as Eden's at morning shall spread,  
And, at eve, drop their leaves o'er the slumberer's bed.  
"But this is all earthly! while thus ye enclose  
A spot where your ashes in peace may repose—  
Where the living may come and commune with the dead,  
With God and his soul, and with reverence tread  
On the sod, which he soon may be sleeping below:  
Have ye chosen the home where your spirit shall go?  
"Shall it dwell where the gardens of Paradise bloom,  
And flowers are not opening to die on the tomb?  
With the song of an angel, a vesture of light,  
Shall it rise in a world free from shadow and blight:  
Where the waters are pure, from a fount never sealed,  
And the secrets of heaven are in glory revealed?  
"A day hastens on—and an arm then shall break  
The bars of the tomb—the dread trump shall awake  
The dead from their sleep in the earth and the sea,  
And, 'render up thine!' shall the sound be to me!  
Prepare for that hour, that my people may stand  
Unawed by the scene at the Judge's right hand."

In Rome's best days, imperial pride  
To a palm tree the serpent tied,  
And falsely on a medal stamp'd it,  
"Nemo ante relliguit."—[Augustus.]

Editor of the New-York American:

Sir:—Not hearing from the Sea Serpent lately, I have taken the liberty to send you a rough Peter Pin-daric dialogue, between a worthy son of "Down East" and that monstrous monster.

Scene—a sea-coast.

Jonathan. Hail mighty monster of the deep,  
Described by Job, though not of late,  
Come near, O! let me have a peep,  
And then go back, thy voyage relate.

Sea Serp't. Your invitation is quite kind,  
Relations quick their likeness find,  
So we are call'd a slippery race,  
And Ocean is our feeding place.

Jonathan. Now let me if I hurt your skin,  
Your form and length I wish to know,  
And when that's done, off you may swim,  
Leviathan's great strength to show.

Sea Serp't. We both were born on fish to feed,  
Of my great skin you have no need,  
Perhaps you might this hide strip off,  
And bolt my blubber on the wharf.

Jonathan. I'll swear by all my wooden bowls,  
By all my onions, all my cheeses,  
By all the cod that swim these shoals,  
My only object is to please.

Sea Serp't. Jonathan! your quick invention,  
Gen, without the least contention,  
Make a likeness quite as easy,  
For the Museum, and to please ye. D. F. Z.



## MARRIAGES.

On Friday, 28th ult. mo., by the Rev. Dr. Pelton, Mr. John Joseph Lamontagne Charraud, to Miss Matilda L., daughter of Capt. Joshua Geer, all of this city.

On Saturday evening, at St. Clement's Church, by the Rev. L. F. Bayard, George F. R. youngest son of the late Gen. Gabriel Johnston, of England, to Cecilia Helen, youngest daughter of the late T. B. Durand, Merchant of this city.

On Wednesday evening, 3d instant, by the Rev. Dr. McElroy, William Codman, to Martha Ann, daughter of the late W. H. Gilley.

On Wednesday evening, 3d July, at Burlington, N. J. by the Right Rev. Bishop Doane, Mr. Joseph Croskey, to Miss Maria Teresa, daughter of the late John William Macomb, Esq.

On Wednesday evening, July 3, by the Rev. Mr. Hughes, at St. John's Church, Philadelphia, Joseph R. Chandler, Esq., Editor of the U. States Gazette, to Miss Maria H., daughter of Benjamin Jones, all of that city.

## DEATHS.

On Tuesday, 2d instant, WASHINGTON, infant son of Thomas and Maria Bloomer.

In this city, 6th instant, Emma Fields, infant daughter of Mr. Charles Porter.

Saturday morning, 6th instant, of a lingering illness, Mr. William Gamble, in the 47th year of his age.

On the 5th instant, of consumption, Christopher Hummel, in the 23d year of his age.

This morning, Mrs. Astor, widow of Henry Astor, deceased, in the 76th year of her age.

On Tuesday afternoon, Mr. Richard Collie, in the 49th year of his age.

On Tuesday evening, Alexander Diver, aged about 43, after a short but severe illness.

Last evening, after a lingering illness, Thomas Waring Spruell, aged 29 years.

Suddenly, at Mobile, on the 26th June, Henry A. Ellis, a native of this city, and son of John F. Ellis, Esq. aged 32 years. His death was occasioned by a fall from his horse.

On board the U. S. ship Vandalia, at sea, Albert Krustner, Esq. in the 29th year of his age. This gentleman was a native of Leipzig, Saxony, where his relations reside, and had been established several years in the City of Mexico as a merchant, of the firm of Dupont, Krustner & Co.

At Flushing, Long Island, on the afternoon of second day, 8th inst. Phoebe S., aged 23 years, wife of Wm. L. Jenkins, and daughter of Jos. S. Shotwell.

In Surry, N. H., on Tuesday, 2d instant, widow PATERFIELD, consort of Deacon Moses D. Field, aged 85 years.

G. LANSING, Engraver on Wood,  
35 WALL STREET.

All kinds of Machinery correctly drawn, and neatly engraved. M4

## TO DIRECTORS OF RAILWAY COMPANIES AND OTHER WORKS.

An Engineer lately from England, where he has been employed in the location and execution of the principal railway in that country, wishes to engage with some company in the United States.

From his practical knowledge of the various kinds of motive power, both of stationary and locomotive engines, also the construction of railway carriages of many descriptions, he has no doubt that he would prove of efficient service to any company having works now in progress.

Letters addressed to W. E. G. 35 Wall street, or to the care of Wm. & F. Jacques, 90 South street, will be punctually attended to. Most satisfactory reference can be given. ml tr

## RAILWAY IRON.

Ninety-five tons of 1 inch by 1/2 inch, lengths of 14 to 1 feet counter su. do. 1/2 do. do. holes, ends cut do. 2 do. do. an angle of 45 d do. 2 1/2 do. do. grees with splicing plates, and soon expected. to suit.

250 do. of Edge Rails of 36 lbs. per yard, with the requisite chairs, keys and pins.

The above will be sold free of duty, to State Governments, and Incorporated Governments, and the Drawback taken in part payment. A. G. RALSTON.

Models and samples of all the different kinds of Rails, Chairs, Pins, Wedges, Spikes, and Splicing Plates, in use, both in this country and Great Britain, will be exhibited to those disposed to examine them. 36 5m 60w

## PATENT RAILROAD, SHIP AND BOAT SPIKES.

The Troy Iron and Nail Factory keep constantly for sale a very extensive assortment of Wrought Spikes and Nails, from 3 to 16 inches, manufactured by the subscriber's Patent Machinery, which after five years successful operation are now almost universal use in the United States (as well as England, where the subscriber obtained a Patent,) are found superior to any ever offered in market.

Railroad Companies may be supplied with Spikes having countersink heads suitable to the holes in iron rails, to an amount and on short notice. Almost all the Railroads now in progress in the United States are fastened with Spikes made at the above named factory—for which purpose they are found invaluable, as their adhesion is more than double any common spikes made by the hammer.

All orders directed to the Agent, Troy, N. Y., will be punctually attended to.

Troy, N. Y. July, 1831.

Spikes are kept for sale, at factory prices, by I. & J. Townsend, Albany, and the principal Iron Merchants in Albany and Troy: J. I. Brower, 222 Water street, New-York; A. M. Jones, Philadelphia; T. Janviers, Baltimore; Degrand & Smith, Boston.

P. S.—Railroad Companies would do well to forward their orders as early as practical, as the subscriber is desirous of extending the manufacturing so as to keep pace with the daily increasing demand for his Spikes.

Jos lam

H. BURDEN.

## RAILROAD CAR WHEELS AND BOXES, AND OTHER RAILROAD CASTINGS.

Also, AXLES furnished and fitted to wheels complete, at the Jefferson Cotton and Wool Machine Factory and Foundry, Paterson, N. J. All orders addressed to the subscribers at Paterson, or 60 Wall street, New-York, will be promptly attended to. Also, CAR SPRINGS.

ROGERS, KETCHUM & GROSVENOR.

GRACE, PRIME & CO., offer for sale, at 32

Broad street—  
2 cases Gum Arabic  
20 do. Danish Smalts, EFFF } Reduced Duty  
10 do. Saxon do. do.  
100 bags Saltpetre  
2 do. Gall Nuts; 20 tons Old Lead  
100 do. Trieste Rags, FF  
6 boxes each 50 lbs. Tartaric Acid  
6 do. each 25 lbs. do. do.  
1 case 50 bottles Syrop de Vinaigre  
10 cases White Hermitage; 20 do. Cote Rotie  
10 do. Dry St. Peray; 50 do. Bordeaux Grave  
20 do. Chateau Grille; 5 cases each 12 bottles Olives in Oil  
8 bales Fine Velvet Bottle Corks  
100 do. Bourton Cloves  
30 do. Molieres Almonds  
143 bundles Liquorice Root  
4 bales Goat Skins  
1 cask Red Copper, 1 do. Yellow do.

## DRY GOODS BY THE PACKAGE.

10 cases light and dark ground Prints  
40 do. 3-4 and 6-4 colored and black Merinos  
15 do. 6-8 colored and black Circassians  
2 do. Silk Bandannas, black and colored  
4 do. Italian Lustrings  
3 do. White Satteens  
4 do. White Quillings  
10 do. Borrie's Patent Thread, No. 22 and 25  
10 do. Super high cold Madras Hdkie, ent. to debenture  
100 pieces Fine English Sheetings, for city trade  
3 cases Canton Corals  
2 do. Super blue, black, and colored Cloth—selected expressly for Merchant Tailors  
25 bales low priced plain Blankets.

## PAPER—

IMPERIAL AND ROYAL—From the celebrated Saugerties Mills, of the following sizes, all put up with 450 perfect sheets each ream—

Sizes—24x35, 24x36, 24x34, 28x36, 26x37, 29x41, 27x38, 21x39, 24x23, 21x26, 21x27, 20x24, &c., &c.

Also—All the old stock of Medium will be sold at very reduced prices, to close sales, the Mill having discontinued making that description of paper.

## ALSO,

Chinese Colored Paper—for Labels, Perfumery, &c.  
5 cases each 1600 Sheets Colored Paper  
2 do do do do do do superfine  
2 do do do do do do do  
3 do do do plain Gold do  
2 do do do plain Silver do  
2 do do do Silver do with red figures  
2 do do do Gold do do  
2 do do do Red do Gold do  
2 do do do White do Silver do. A20

## ENGINEERING AND SURVEYING INSTRUMENTS.

The subscriber manufactures all kinds of Instruments in his profession, warranted equal, if not superior, in principles of construction and workmanship to any imported or manufactured in the United States; several of which are entirely new: among which are an Improved Compass, with a Telescope attached, by which angles can be taken with or without the use of the needle, with perfect accuracy—also, a Railroad Goniometer, with two Telescopes—and a Levelling Instrument, with a Goniometer attached, particularly adapted to Railroad purposes.

WM. J. YOUNG,

Mathematical Instrument Maker, No. 9 Dock street, Philadelphia.

The following recommendations are respectfully submitted to Engineers, Surveyors, and others interested.

Baltimore, 1832.

In reply to thy inquiries respecting the Instruments manufactured by thee, now in use on the Baltimore and Ohio Railroad. I cheerfully furnish thee with the following information: the whole number of Levels now in possession of the department of construction of thy make is seven. The whole number of the "Improved Compass" is eight. These are all exclusive of the number in the service of the Engineer and Graduation Department.

Both Levels and Compasses are in good repair. They have in fact needed but little repairs, except from accidents to which all instruments of the kind are liable.

I have found that thy patterns for the levels and compasses have been preferred by my assistants generally, to any others in use, and the Improved Compass is superior to any other description of Goniometer that we have yet tried in laying the rails on this Road.

This instrument, more recently improved with a reversing telescope, in place of the vane sights, leaves the engineer scarcely anything to desire in the formation or convenience of the Compass. It is indeed the most completely adapted to lateral angles of any simple and cheap instrument that I have yet seen, and I cannot but believe it will be preferred to all others now in use for laying off rails—and in fact, when known, I think it will be as highly appreciated for common surveying.

Respectfully thy friend,

JAMES P. STABLER, Superintendent of Construction of Baltimore and Ohio Railroad.

Philadelphia, February, 1833.

Having for the last two years made constant use of Mr. Young's "Patent Improved Compass," I can safely say I believe it to be much superior to any other instrument of the kind, now in use, and as such most cheerfully recommend it to Engineers and Surveyors.

E. H. GILL, Civil Engineer.

German town, February, 1833.

For a year past I have used instruments made by Mr. W. J. Young, of Philadelphia, in which he has combined the properties of a Theodolite with the common Level.

I consider these instruments admirably calculated for laying out Railroads, and can recommend them to the notice of Engineers as preferable to any others for that purpose.

HENRY R. CAMPBELL, Eng. Philad., Germantown and Norristown Railroad.

## NOVELTY WORKS,

Near Dry Dock, New-York.

THOMAS B. STILLMAN, Manufacturer of Steam Engines, Boilers, Railroad and Mill Work, Lathes, Presses, and other Machinery. Also, Dr. Not's Patent Tubular Boilers, which are warranted, for safety and economy, to be superior to any thing of the kind heretofore used. The fullest assurance is given that work shall be done well, and on reasonable terms. A share of public patronage is respectfully solicited. ml8

TOWNSEND & DUFFEE, of Palmyra, Manufacturers of Railroad Rope, having removed their establishment to Hudson, under the name of Duffee & May, offer to supply Rope of any required length (without splice) for inclined planes of Railroads at the shortest notice, and deliver them in any of the principal cities in the United States. As to the quality of Rope, the public are referred to J. B. Jervis, Eng. M. & H. R. Co., Albany; or James Archibald, Engineer Hudson and Delaware Canal and Railroad Company, Carbondale, Luzerne county, Pennsylvania.

Hudson, Columbia county, New-York, }  
January 29, 1833.

F31 tr

## SURVEYORS' INSTRUMENTS.

Compasses of various sizes and of superior quality, warranted.

Leveling Instruments, large and small sizes, with high magnifying powers with glasses made by Troughton, together with a large assortment of Engineering Instruments, manufactured and sold by E. & G. W. BLUNT, 154 Water street, corner of Maidenlane. J31 tr



## INSTRUMENTS.

## SURVEYING AND NAUTICAL INSTRUMENT MANUFACTORY.

EWING & HEARTE, at the sign of the Quadrant, No. 53 South street, one door north of the Union Hotel, Baltimore, beg leave to inform their friends and the public, especially Engineers, that they continue to manufacture to order and keep for sale every description of Instruments in the above branches, which they can furnish at the shortest notice, and on fair terms. Instruments repaired with care and promptitude.

For proof of the high estimation on which their Surveying Instruments are held, they respectfully beg leave to tender to the public perusal, the following certificates from gentlemen of distinguished scientific attainments.

To Ewing & Hearte.—Agreeably to your request made some months since, I now offer you my opinion of the Instruments made at your establishment, for the Baltimore and Ohio Railroad Company. This opinion would have been given at a much earlier period, but was intentionally delayed, in order to afford a longer time for the trial of the Instruments, so that I could speak with the greater confidence of their merits, if such they should be found to possess.

It is with much pleasure I can now state that notwithstanding the Instruments in the service procured from our northern cities are considered good, I have a decided preference for those manufactured by you. Of the whole number manufactured for the Department of Construction, to wit: five Levels, and five of the Compasses, not one has required any repairs within the last twelve months, except from the occasional imperfection of a screw, or from accidents, to which all Instruments are liable. They possess a firmness and stability, and at the same time a neatness and beauty of execution, which reflect much credit on the artists engaged in their construction.

I can with confidence recommend them as being worthy the notice of Companies engaged in Internal Improvements, who may require Instruments of superior workmanship.

JAMES P. STABLER,

Superintendent of Construction of the Baltimore and Ohio Railroad.

I have examined with care several Engineers' Instruments of your Manufacture, particularly Spirit Levels, and Surveyors' Compasses; and take pleasure in expressing my opinion of the excellence of the workmanship. The parts of the levels appeared well proportioned to secure facility in use, and accuracy and permanency in adjustment.

These instruments seemed to me to possess all the modern improvement of construction, of which so many have been made within these few years; and I have no doubt but they will give every satisfaction when used in the field.

WILLIAM HOWARD, U. S. Civil Engineer.

Baltimore, May 1st, 1833.

To Messrs Ewing and Hearte.—As you have asked me to give my opinion of the merits of those Instruments of your manufacture which I have either used or examined, I cheerfully state that as far as my opportunities of my becoming acquainted with their qualities have gone, I have great reason to think well of the skill displayed in their construction. The neatness of their workmanship has been the subject of frequent remark by myself, and of the accuracy of their performance I have received satisfactory assurance from others, whose opinion I respect, and who have had them for a considerable time in use. The efforts you have made since your establishment in this city, to relieve us of the necessity of sending elsewhere for what we may want in our line, deserve the unqualified approbation and our warm encouragement. Wishing you all the success which your enterprise so well merits, I remain, yours, &c.

B. H. LATROBE,

Civil Engineer in the service of the Baltimore and Ohio Railroad Company.

A number of other letters are in our possession and might be introduced, but are too lengthy. We should be happy to submit them upon application, to any persons desirous of perusing the same. ml8